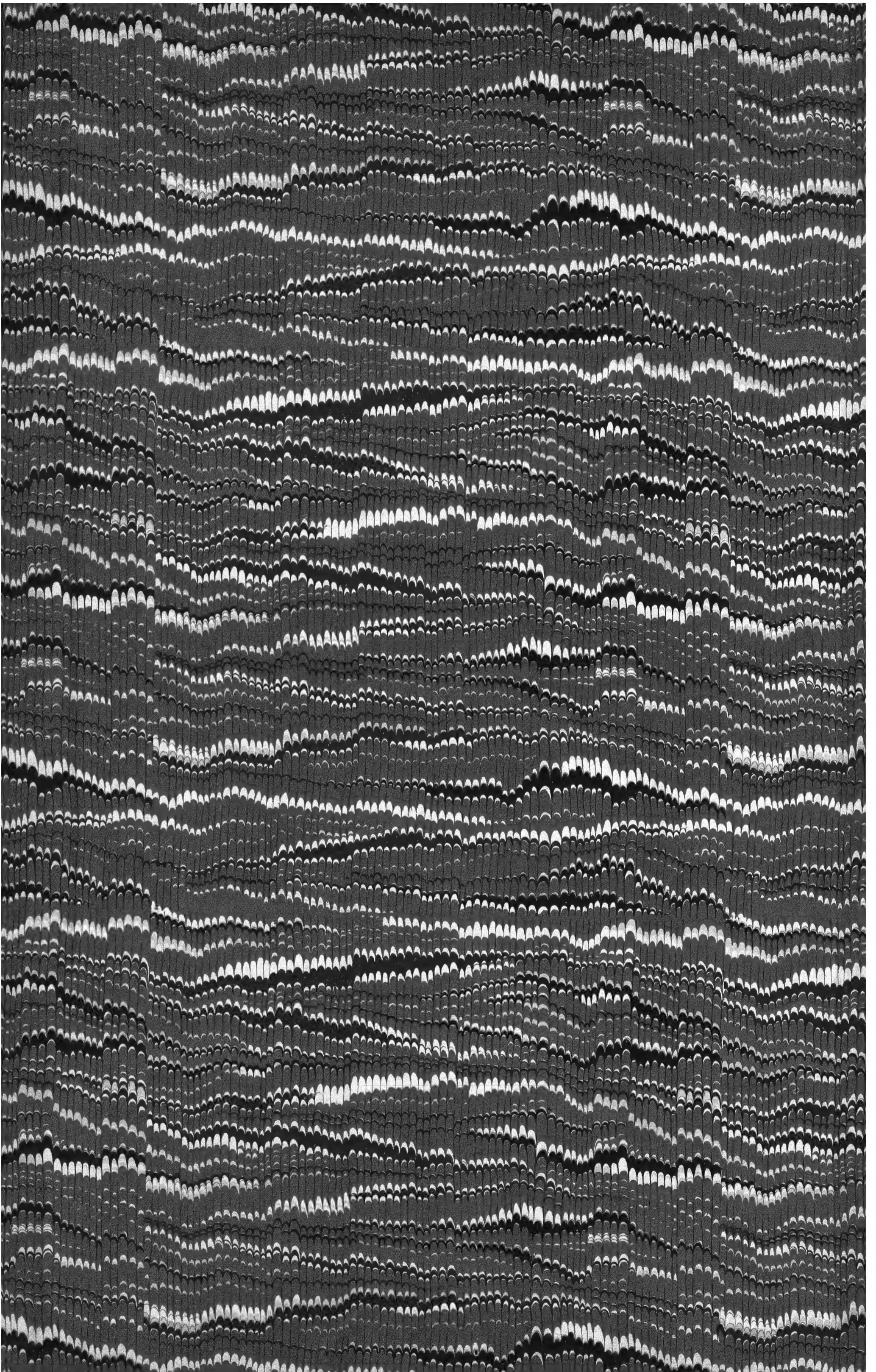
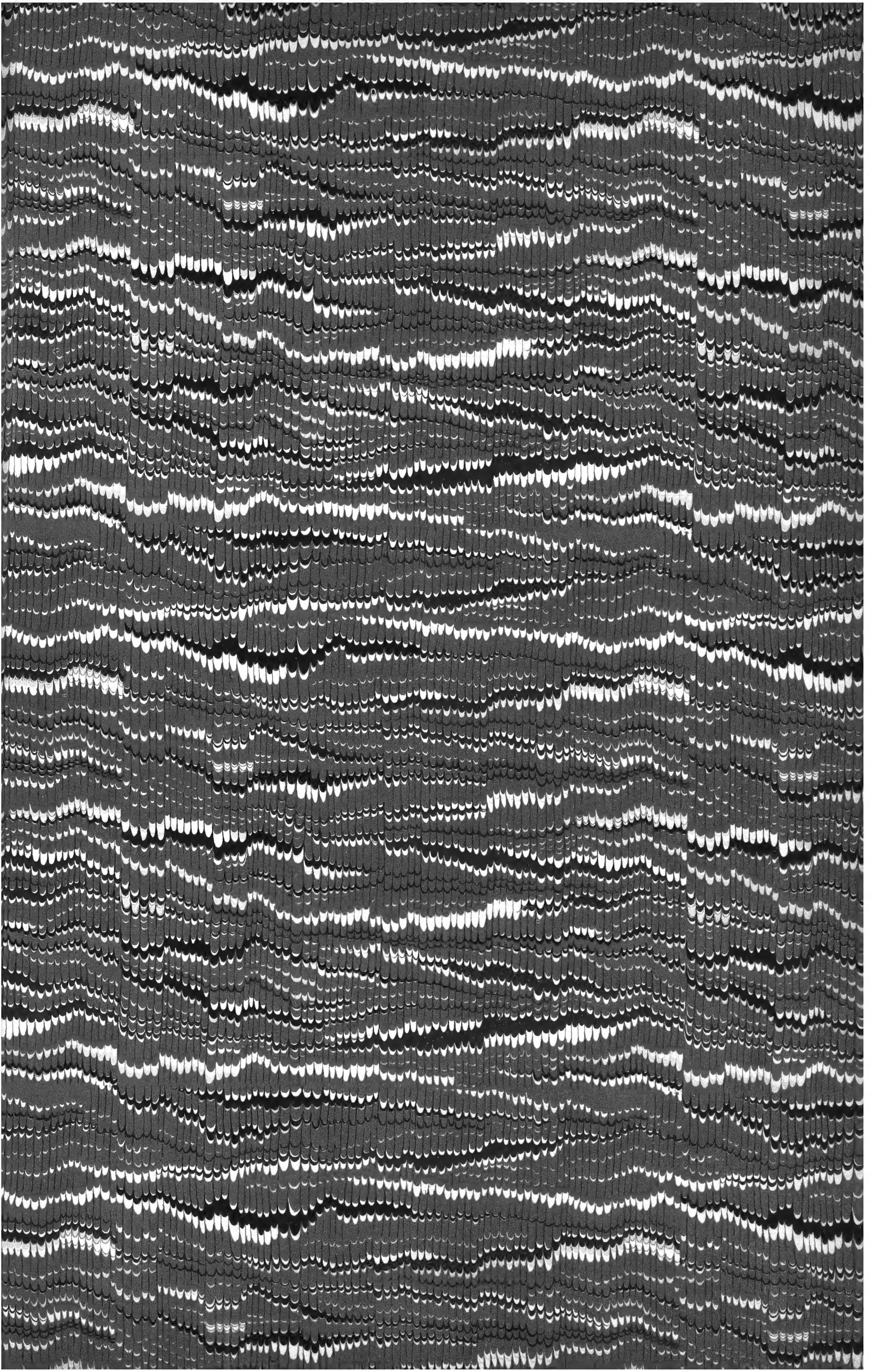


LETHBRIDGE HERALD



GOLDEN JUBILEE EDITION, 1885 - 1935





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The Lethbridge Herald

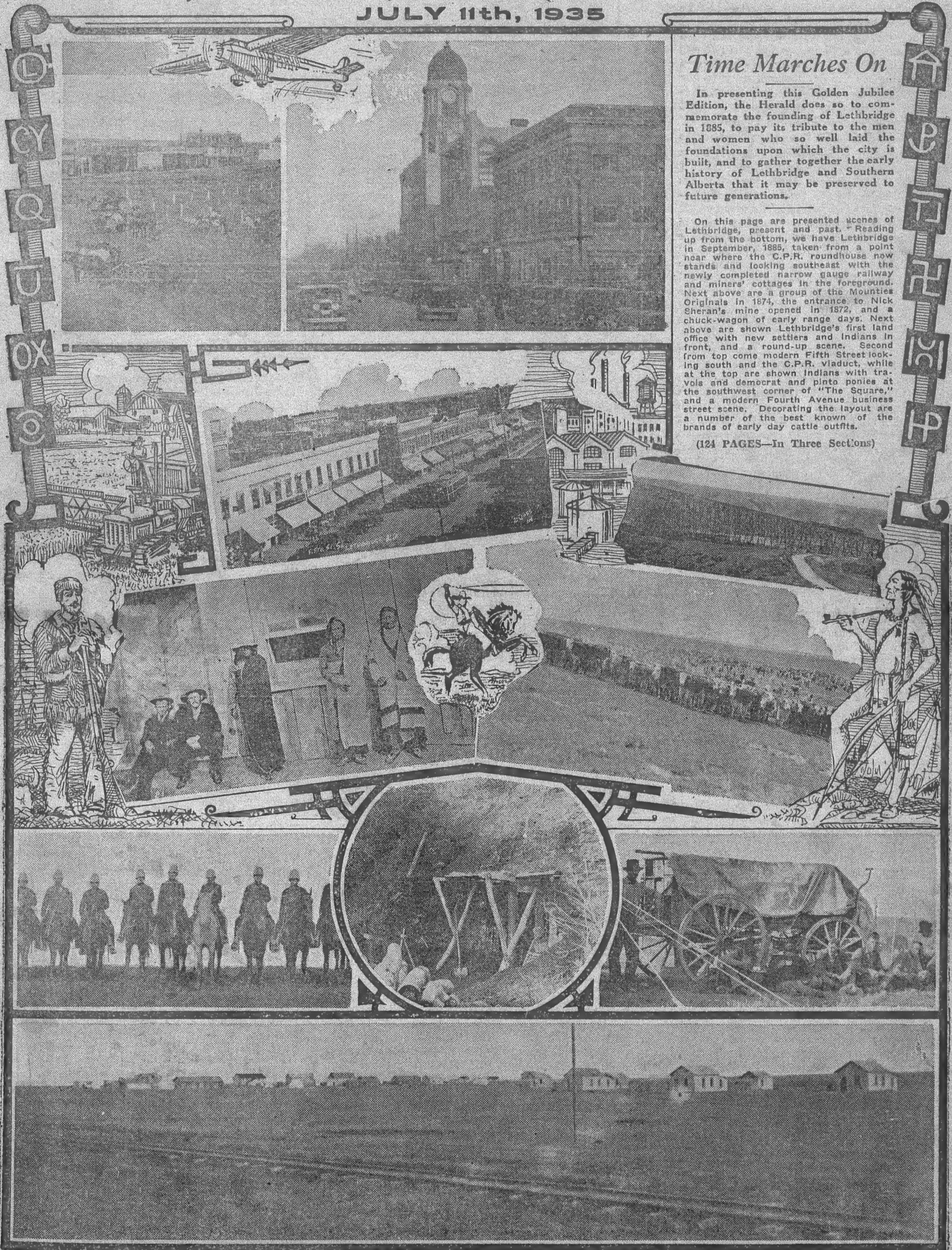
JULY 11th, 1935

Time Marches On

In presenting this Golden Jubilee Edition, the Herald does so to commemorate the founding of Lethbridge in 1885, to pay its tribute to the men and women who so well laid the foundations upon which the city is built, and to gather together the early history of Lethbridge and Southern Alberta that it may be preserved to future generations.

On this page are presented scenes of Lethbridge, present and past. Reading up from the bottom, we have Lethbridge in September, 1885, taken from a point near where the C.P.R. roundhouse now stands and looking southeast with the newly completed narrow gauge railway and miners' cottages in the foreground. Next above are a group of the Mounties Originals in 1874, the entrance to Nick Sheran's mine opened in 1872, and a chuck-wagon of early range days. Next above are shown Lethbridge's first land office with new settlers and Indians in front, and a round-up scene. Second from top come modern Fifth Street looking south and the C.P.R. viaduct, while at the top are shown Indians with travols and democrat and pinto ponies at the southwest corner of "The Square," and a modern Fourth Avenue business street scene. Decorating the layout are a number of the best known of the brands of early day cattle outfits.

(124 PAGES—In Three Sections)



Makers of Lethbridge

AN APPRECIATION OF ELLIOTT TORRANCE GALT, WHO LAID LETHBRIDGE'S FOUNDATIONS, BY ONE WHO KNEW HIM INTIMATELY.

(By C. A. MAGRATH)

"But still keep something to yourself
Ye scarcely tell to any."

—ROBERT BURNS.

IN OCTOBER 1912 my old associate P. L. Naismith wrote me from Calgary urging that I should bring together some details regarding Mr. Galt's activities in our own West. He added, "No one knows the situation better than you and I believe it is a duty you owe the country to get this material together as, in my judgment, Elliott Galt is one of the greatest of Canadians and so few appear to know it. You know and I know what he did for Southern Alberta—how he used his genius in financing the coal companies at a time when there were few indeed who had faith in this country and during a period when it was necessary to go about London on one's knees in order to get money for development work in our Northwest Territories. A new era is here, likewise a new people, and they should know what Galt is and what he did for Canada West."

At the time I thought it was too close to the period in question and especially for me, — a brother-in-law — to write about Elliott Galt. I have noticed at odd times in recent years that his services to the West have not been properly acknowledged; in fact I am occasionally given credit for irrigation development in Southern Alberta away beyond what I am entitled to. Hence, I think it proper that I should endeavor to say something about this extraordinary man who through illness was forced to retire about 1908 and whose country thereafter was denied the benefit of his splendid attainments. He died in April 1928 in the city of New York and was buried in Montreal.

Sir Alexander Galt gave his three sons a financial training. When Elliott Galt left school his father had arranged for him to visit certain European Capitals where he came in contact with prominent men through, I believe, the British Embassies. It is regrettable that more Canadians of wealth have not followed Sir Alexander's action in that respect. Such a training naturally must be of value. Anyway, Elliott Galt was never at a disadvantage with the most cultivated and capable men of any country. He was very retiring and possessed a fine sense of fairness.

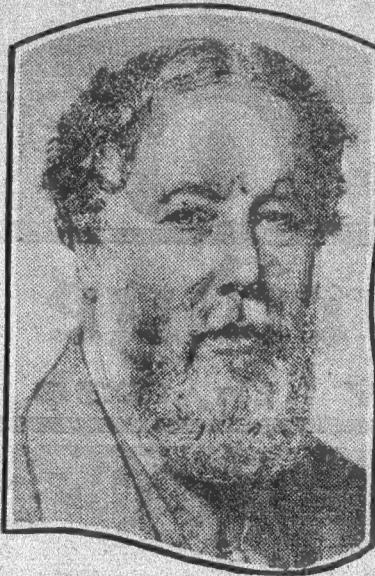
He had the astonishing characteristic of never being known to criticize anyone, and if asked a question that should not have been asked, or one that he considered he was not justified in replying to, he had the rare capacity of having his questioner talking about something else before being aware that he had been side-tracked. I remember picking up in Atlantic City a book by Belloc on the Jews. After reading it, I sent it on to Elliott Galt, and without any comments, as I had no grounds for endorsing the views of Hilaire Belloc. Seeing the book on a shelf in his library a year or so afterwards, when talking to him, I said, "Belloc was rather severe in his treatment of the Jews?" His reply was, "I have known some very charming Jews in London."

As a young man he was a splendid cricketer and I understand, he had no superior in Canada as a billiard player amongst the non-professional. He went West in 1879 as assistant to the Hon. Edgar Dewdney, the then Indian Commissioner—an office he held for about two years. It was while driving through the West inspecting Indian Agencies that he saw the coal exposures at the "Coal Banks" on the Belly River, the site of the present city of Lethbridge. He took the matter up with his father, then Canadian High Commissioner in London, who with some English associates, formed the North Western Coal and Navigation Company to develop the coal properties they had acquired from the Government, and Elliott Galt was made the first Manager.

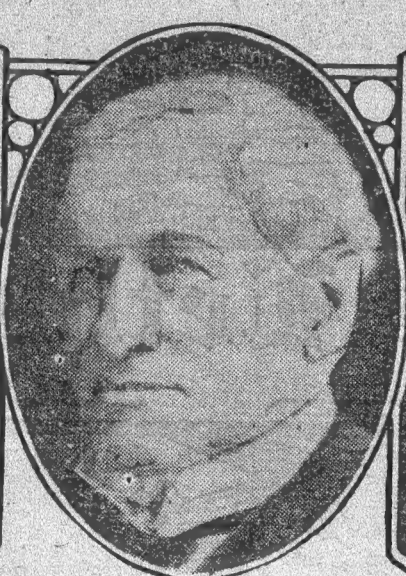
COMPANY CARRIED MAILS

The Company's activities at that time were not alone confined to the opening up of their mines or the building of their steamers and barges for the delivery of coal from the "Coal Banks" as soon as the Canadian Pacific Railway reached the South Saskatchewan River. The Company had entered into a contract with the Government to erect the North West Mounted Police barracks at Macleod, Medicine Hat and Maple Creek. As no lumber was obtainable in the country it erected a portable mill in the Porcupine Hills about sixty miles westerly from "Coal Banks." In order to start a mail service it undertook to run a mail stage from Medicine Hat via the "Coal Banks" to Macleod, a distance of 140 miles; which with relays of horses every thirty miles, was to be covered in twenty-four hours.* All this work entailed on Elliott Galt much driving.

FOUNDERS OF LETHBRIDGE



WILLIAM LETHBRIDGE



SIR A. T. GALT



ELLIOTT T. GALT

Above are the pictures of three men who had more to do with founding what is now the city of Lethbridge than any others. William Lethbridge, after whom the city is named, was the first president of the North Western Coal and Navigation Company. He was a member of the English publishing and distributing firm of W. H. Smith and Company, and his residence in England was at Courtland, Lymington, Devon. Through him his partner, Right Honorable W. H. Smith, became associated with the Alberta company which was responsible for bringing Lethbridge into existence. Hon. Mr. Smith held several posts in the British government, and became Lord of the

Treasury, and Conservative leader in the House of Commons.

Sir Alexander T. Galt, one of the Fathers of Confederation, and father of Elliott Torrance Galt, was Canadian High Commissioner to London at the time he and his son conceived the idea of developing the coal seam which Elliott Galt, in 1879, had noted on the banks of the Belly River here. Sir Alexander was responsible for interesting English money in the concern in the early stages.

Elliott Torrance Galt, the subject of Mr. Magrath's sketch herewith, lived in Lethbridge much of the time from 1883 to 1906 when he retired from active management of the company which he had been largely responsible for building up.

possessed not only a brilliant brain but a most fertile mind.

COMPARED TO EARL BALFOUR

Sir Frederick Williams-Taylor, in March, 1927, referring to the fine quality of the Galts—three generations prominent in Canadian affairs, wrote, "In Elliott, himself, one finds these qualities at their best; also he is in my opinion, the greatest sahib in this our Dominion. It would never occur to Elliott Galt to do a mean or unsportsmanlike thing for there was nothing of that kind in his whole character."

The late Wallace Nesbitt, K.C., at one time a Justice of our Supreme Court, about the same time, referring to Elliott Galt, said, "He is a polished gentleman of the old school of the highest order, with a dignity of mind and of very wide reading. Perhaps I can best illustrate the appreciation I have of him by saying that if I were endeavoring to picture him to one unacquainted with his manners and carriage and dignity of outlook, I would say that Earl Balfour was very much like him in these respects."

In 1881 there was much enthusiasm in Eastern Canada in anticipation of Western expansion through the contract then made for the construction of a trans-continental railway by the Canadian Pacific Company. In the spring of the following year, our Dominion Government sent out scores of Surveyors to subdivide the treeless plains through which the railway was then being projected westward from Winnipeg towards Fort Calgary. It was believed that the West would move forward with great rapidity. The road reached Calgary in 1883 when the considerable expenditures of monies on the plains ceased and that expected Western expansion did not materialize for several years.

The original plan of the Galts — as the name of the Company, formed about the same time, implied—was to carry the coal down the river in barges for delivery to the Canadian Pacific Railway at Medicine Hat. Three steamers were built to bring the barges back to the mines at the "Coal Banks." The plan was quite impracticable through ignorance of the variable flow of Western streams, which carried off the mountain snows as released from time to time especially in the early summer.

THE QUIET TIMES OF EARLY '80s

There was practically no one in that part of the West in 1881 except the small police forces at Forts Macleod and Calgary, and little was known of the action of these western rivers. A couple of experienced Captains operating on the Ohio River were engaged, who approved of the navigation plan. However, it soon became evident that it had to be abandoned. A narrow gauge railway was constructed in 1885 between the town site of Lethbridge — surveyed in May of that year — and Dunmore on the C.P.R., a distance of 109 miles. This railway was opened in September by the then Governor-General, the Marquis of Lansdowne. From that time on for about ten years,

Montreal,
26th December, 1884

W. H. Griffin, Esq.
Deputy Postmaster General,
Ottawa.

Sir,

The Manager of the North Western Coal and Navigation Coy. informs me that their contract for the mail service between Medicine Hat and Macleod expires 2nd proximo.

As our railway will we expect, be opened by August next it seems scarcely desirable to renew the contract for a year. The Company will be prepared to continue the service from week to week at the same rate. But as the Canadian Pacific Railway only runs one train weekly from Winnipeg to Medicine Hat, it seems unnecessary to run the stage oftener.

During the severe winter months our Manager also desires your permission to extend the time allowed by 24 hours.

Begging your early reply, I am, Sir,
Your Obed't. Hble. Servt.,

A. T. GALT,
Chairman Exec. Com'te.
N.W. C. & N. Co.

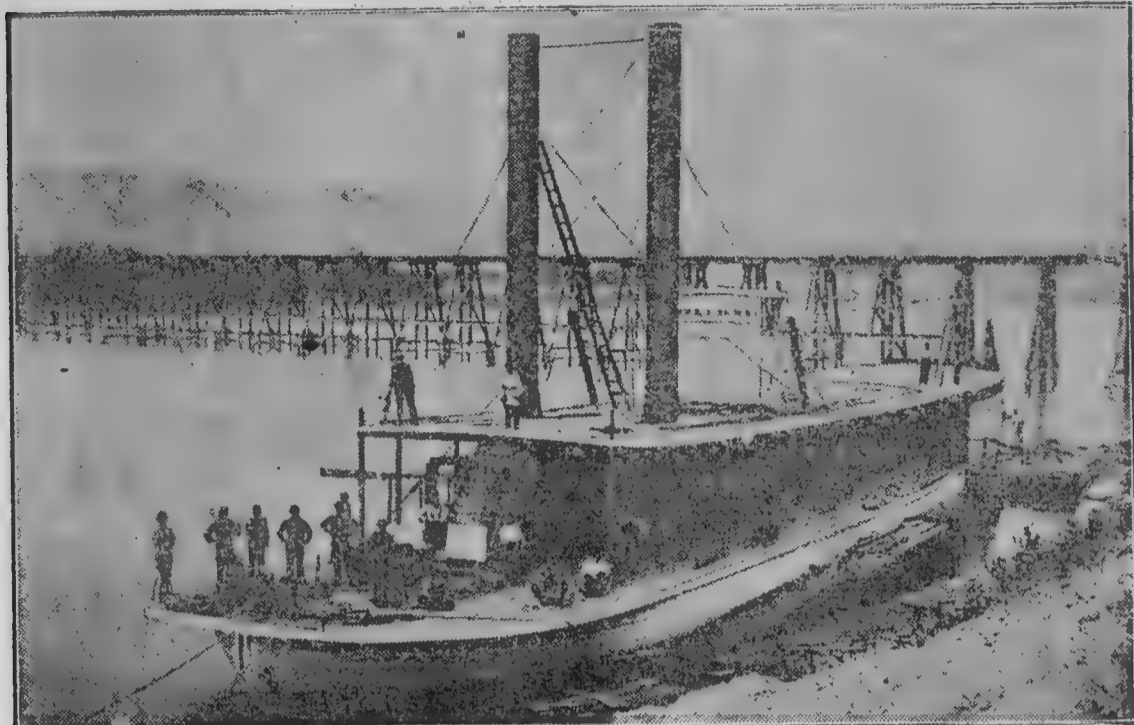
In those days the nearest railway outlet from Fort Macleod was via Butte, Montana, some 300 miles to the south. His teamster Norquay used to tell a rather amusing incident that happened on one occasion when he took him down to Butte on his way to eastern Canada.

It seems that while in a hotel in Helena, Mr. Galt drifted into the billiard room where Norquay and others were sitting about on benches watching the players. Elliott Galt, 6 ft. 2 inches in height, looking entirely out of place amongst those in from the mining camps, invited the man in charge of the tables to play with him. He at once agreed, and with an aside wink to some of his friends made clear that he intended showing "the Englishman" something about the game of billiards. The story is that Galt started and finished without a break, and from that time until he left for Butte he could not get rid of his devoted admirer—the attendant.

Many years ago, a friend in the Indian Department told me of Elliott Galt's splendid capacity for disposing of departmental correspondence. In after years I fully appreciated the truth of what he said. Galt had an amazing ability for tersely treating a subject, and in the preparation of an important document, he exercised the greatest possible care. He has called me in on occasions when dealing with Company matters in which I was interested. He would then go over a draft of the document, paragraph by paragraph, and I would be asked to offer such criticisms as occurred to me. Then he would lay the draft aside until the following day for completion. The outcome would be a model in briefness, clarity and capacity in stating his case. This thoroughness was characteristic of everything Elliott Galt touched. He was a man of fine integrity and

Galts Start Irrigation Development

IN DAYS OF RIVER NAVIGATION HERE



Above is the river steamer "Baroness" of the North Western Coal and Navigation Company when she was under construction at Medicine Hat in 1883. The trestle bridge in the background is the first C.P.R. bridge over the South Saskatchewan River at Medicine Hat built in 1883. The N.W.C. and N. Co. built three boats, the "Baroness", the "Alberta", and the "Minnow", which were to be used in the Belly River and South Saskatchewan River to carry coal to the C.P.R. at Medicine Hat, but owing to the fact that there were only three months of high water in the rivers

the West had a very difficult time indeed. There was little or no movement of people to the country. It was not uncommon to see less than one dozen people riding on a Canadian Pacific Railway transcontinental train.

It was indeed a very strenuous period for those having the responsibility of looking after western development corporations. Both the Galts—father and son—being engaged in work entirely in our west, had, if anything, more than their share of difficulties for some years in keeping the enterprise from going under. A. M. Nanton, later Sir Augustus, on one occasion in Montreal, told me that his partner, Sir Edmund Osler, had said that if Elliott Galt succeeded at that time in the rearranging of his Company's obligations as he contemplated, he was certainly the equal of his father in financial matters; yet he did succeed. Elliott Galt, writing me from London in December 1900, said that the Annual Meetings of his two Companies—Alberta Railway and Coal Company and Canadian North West Irrigation Company—had passed off very well, in fact, "the first of their kind at which I have had absolutely no trouble."

A MARKET IN MONTANA

In Sir Alexander's day it became fairly evident that if the North Western Coal & Navigation Company were to remain in operation, it must obtain an enlarged market for its coal, and to that end he looked to Montana. This meant another railway and necessitated further financing. The Alberta Railway and Coal Company was the outcome, becoming the successor, towards the end of 1889, of The North Western Coal and Navigation Company. As the Montana field was being invaded, a United States Charter was obtained at the same time for the Great Falls and Canada Railway Company, and in 1890, Lethbridge was connected with Great Falls by 200 miles of railway. At a later date the gauge of this railway was standardized as was previously the road connecting Lethbridge with the Canadian Pacific Railway. Land grants were obtained from the Dominion Government for the total railway mileage within Alberta, amounting to something over one million acres.

EARLY MORMON SETTLERS

The small Mormon settlement that was started in 1887 on Lees Creek was quite helpful in drawing attention to the possibility of Agriculture in Southern Alberta. The pioneers in that settlement were a very fine and sturdy lot of people. Their leader, Charles Ora Card, was a splendid character, who with his associates were all eminently fitted for looking after new settlers. In that task their wives, led by that able woman Mrs. Card, were a tower of strength. The early Cardston settlers, accustomed to irrigation in Utah, were constantly drawing our attention to the importance of irrigating the territory adjacent to the foot hills of the Rockies.

Our Company started with a minimum price

of \$2.50 per acre in 1885. The need of funds to keep the enterprise going, I believe, had much to do with causing us to lower this figure to \$1.00 an acre. The district was being looked over from time to time, largely by cattle men from Utah and other of the Western States, and a few sales were made for ranching purposes. Finally Elliott Galt concluded, with the consent of his Directors, to attach to this very low figure a condition of irrigation development by the purchaser. In 1894 an option was given on some 700,000 acres on these terms and a representative of the interested group ultimately went to London to seek funds there, with which to carry out the project. It was claimed that on one occasion he had practically succeeded, when those with whom he was dealing refused to proceed further because of the difficulties of a large land investment by English interests, known as the Kaye Farms, at different points along the Canadian Pacific Railway between Winnipeg and Calgary. This effort by private interests to float an irrigation enterprise came to naught in 1896, when it became evident to Elliott Galt that if we were to have irrigation, it must be through ourselves, and to this task he set himself.

IRRIGATION DEVELOPMENT

It is but fair to say that the impetus given to irrigation development in Southern Alberta came from Clifford Sifton, later Sir Clifford, then Minister of the Interior. In the early summer of 1897, I met him for the first time in his office in Ottawa. We were speaking about Alberta when I said I had practically decided to go further west into British Columbia. He asked what was wrong and my reply was that one might have a few million dollars invested in ranch cattle and all the wealth locally distributed would be the small amount necessary for the upkeep of a few cowboys. I added that—which the few then in Southern Alberta were urging—Southern Alberta needs irrigation, and to my amazement he said, "Why do you not irrigate it?" I at once asked in what way could we expect assistance from the Government? He did not say, I will discuss it in Council, or the Government will favorably consider it, but instantly replied, "What do you want the Government to do?" It was such an unusual attitude for any member of a Government to take, especially in those days, that I was completely taken aback. Suddenly it occurred to me that we owed the Government about \$50,000 on account of the 10c per acre survey dues on our railway land grant and I said, "Refund us our survey dues." Mr. Sifton promptly replied, "Yes, I will do that and a great deal more if your people mean business."

Shortly after this interesting interview, I met Elliott Galt and told him about it. He at once said, "If Mr. Sifton will give us his support, I will find the funds with which to carry through an irrigation project." It was not so much the amount of the aid that was appreciated, as the evidence of our Government's endorsement of the

project and which would be very helpful in financing it.

CONSTRUCTING FIRST CANAL

The Galts understood that fundamental principle of colonization—namely, the necessity of supplying some kind of temporary employment for the newcomers that would yield a livelihood until their lands became productive. Hence, Elliott Galt's idea was to tie up irrigation canal construction with land settlement and to that end we approached—with the whole-hearted support of their Canadian branch—the heads of the Mormon Church in Utah in the late summer of that year (1897) hoping to work out the basis of a contract with them for the construction of the first section of our proposed canal by settlers brought into the country under their control.

The gentlemen we were dealing with were sympathetic from the first, solely for the purpose of giving opportunities to their people to establish themselves on highly productive land in Canada. Finally by October we had reached the understanding that they would enter into a contract with us, the main feature being that the newcomers would accept payment for their canal work—half in cash and the balance in land at \$3.00 per acre.

Our next step was to have our properties examined by a leading irrigation Engineer. We at once secured George G. Anderson from Colorado, who made a rapid reconnaissance survey in November. With his very encouraging report, Elliott Galt took up the matter with Mr. Sifton, who promptly arranged for a rebate of the land survey dues, whereupon he proceeded to London and in the early part of 1898 made his arrangements for the carrying out of an irrigation undertaking.

NEW TOWNS STARTED

In midsummer of that year, the contract with the heads of the Mormon Church was completed with the Alberta Irrigation Company—its charter having been obtained by Sir Alexander in 1893. This Company was reorganized in 1899 as the Canadian North West Irrigation Company. One of the results of the above-mentioned contract was the establishment of the towns of Stirling and Magrath. It is very gratifying to add that our relations with our contractors were always most cordial and satisfactory.

FIRST SUGAR FACTORY

At a later date, 1901, an arrangement was made with Mr. Jesse Knight by which he undertook to build a sugar factory, conditional upon obtaining from us a certain interest in some 60,000 acres of land in the neighborhood of the present town of Raymond and the option to buy 200,000 acres of our range lands at \$2.00 per acre—all on the understanding that the factory was to be ready for operation in the autumn of 1903. Mr. Knight undertook to plough 3,000 acres of virgin soil during the late summer of 1901, so as to be available for sugar beet culture the second year thereafter. It was an interesting sight to see some eighty teams scattered across miles of the country engaged in this work. The town of Raymond was the outcome of that experiment.

An agreement was entered into by Lethbridge with the Irrigation Company to supply it with water for a term of years, resulting in water being delivered for the first time on September 1st, 1900. The flow of irrigation water down the streets of a Canadian town was indeed an unusual sight. The results of that innovation are to be found in the beautiful Galt Gardens and at Henderson Park as well as the fine trees now scattered throughout the city.

RAILWAY TO CARDSTON

With the commencement of actual irrigation construction in 1898, Elliott Galt realized the necessity of railway communication along our canal system to Cardston and organized the St. Mary River Railway Company. A narrow gauge railway was completed from Stirling to Cardston in 1902. This road was later on brought up to standard gauge and the first train to pass over it was the Governor-General's special on September 13th, 1905.

THE VISIT OF A GOVERNOR

His Excellency, Lord Grey and party had crossed the continent to the Pacific Coast and were returning to Ottawa via the Canadian Pacific Railway Company's Crow's Nest line. The Vice-Regal party arrived in Lethbridge the previous evening and as Lord Grey stepped down to the station platform, the Municipal Council presented him with the usual ubiquitous address of welcome. As his car had been taken down into the railway yard to be turned and refueled he was, following the presentation address, taken in to the railway despatcher's very small office where

Laurier's Tribute To Galt Family

In a few moments all the standing room was occupied. No one seemed disposed to say anything until Captain A. R. Macdonell, one of the original members of the R.N.W.M.P. and a retired Superintendent, began to tell Lord Grey some experiences of "the early days." "Paper Collar Johnny" — a fine character and affectionately so dubbed by his men in the years long gone by — seemed to have been primed for the occasion. However, he received no encouragement from the Governor-General. After making a couple of further efforts with no success Captain Macdonell, standing about six feet from Lord Grey, turned around to the man immediately behind him and said, in a quite audible tone, "this is getting d-d monotonous." Lord Grey took no notice of the remark. One of the town fathers then felt it was his duty to relieve the situation and broke out with, "Your Excellency, this is Tom Kevin, and this is Ed. Cunningham, and this is Charlie Bowman."

As Lord Grey had promised to visit Cardston, Mr. Naismith and I followed him into his car in order to advise him of the plans that had been made for the next day. We very quickly discovered the trouble. He seemed to be quite irritated, saying that he had not crossed the Continent to be stuffed with food at luncheons and dinners, but came out to see the country and the people and we were told in no uncertain language to so advise by "phone" those whom he was to meet on the morrow.

We started quite early from Lethbridge the next day stopping at a couple of points to show his Excellency the irrigation canal where it had approached quite close to the railway. At the town of Magrath, Mr. Harker took the Vice-Regal party in wagons a mile or so to see some of the heavy canal cuts, and on their return to the railway station the school children sang for their Excellencies and as the train pulled out showered them with flowers. We found Cardston in holiday attire — the party on arrival being taken to a fine exhibition of horsemanship with some "bad actor" bronchos.

After a light lunch and a pleasant couple of hours in Cardston, we returned to Raymond where some of its citizens took us to the Beet Sugar Factory in which his Excellency was much interested. As we were nearing Lethbridge in the evening, Lord Grey told Mr. Naismith and myself that it was the most interesting and enjoyable day that he had had since leaving Ottawa; in fact he was so pleased that he had Captain Newton, his Aide-de-Camp, wire Elliott Galt in Montreal about his visit to the district that was being reclaimed by irrigation and congratulated him "most heartily on the astonishing success that has resulted from your pluck and perseverance."

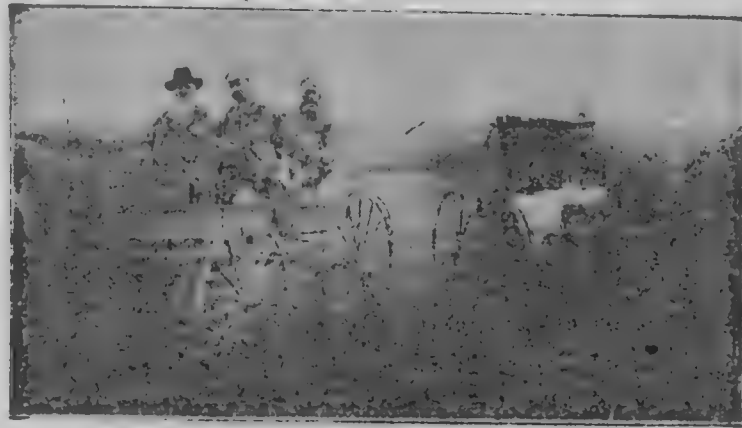
ASKED FOR TOM KEVIN

A few years later when I had the privilege of meeting Lord Grey quite frequently, I appreciated what he meant by "meeting the people." He was thoroughly interested in Canada and was keen to know our people. If he thought the man on a load of hay had some definite idea about the country, he would have him down at once in order to learn his views. The humor of this incident was not lost on Lord Grey. Colonel MacKie, meeting him the following winter in Ottawa, remarked that he had just returned from his ranch near Lethbridge. His Excellency, with a smile, at once asked, "how did you leave Tom Kevin?" It should be explained that in the pioneer days of the West "state occasions" called for a certain amount of liquid refreshment to fortify those who had to take part in them. It at least removed the natural restraint sufficiently to show that the people were not commonplace.

Elliott Galt appreciated the value of water in Southern Alberta and during the period that we were enlarging and extending our canals, in accordance with the original plan, duly approved by the Dominion Government, he was looking into the improvement of public lands over large areas to the east of our Montana line and had surveys made to determine the possibility of obtaining an additional supply of water from the Belly River, which was to be carried over into the St. Mary River above our headgates. At the time there was some uncertainty as to the permanency of the water that had been allotted to us by the Government, owing to the possibility of its being diverted in Montana before reaching the Canadian border.

As Western conditions were rapidly improving, Elliott Galt and his associates arranged in 1904 to amalgamate the three Companies, namely the Alberta Railway and Coal Company, the Can-

WHEN IRRIGATION STARTED



The beginning of the Galt Company canal system in Alberta. Following the route of the then proposed canal from St. Mary River—Cardston in the background, in the summer of 1893. The previous November, Geo. G. Anderson, consulting engineer, had reported on the project. The party seen above consists of Charles Ora Card, founder of Cardston, driving, Mr. Anderson and Mr. Head of England, one of the large shareholders in the company, in the back seat. The latter, son, had been sent by shareholders in England to make the deciding report on the project. Mr. E. T. Galt is driving the buggy with Mrs. G. O. Card. The photo was taken by Mr. Magrath.

adian North West Irrigation Company and the St. Mary River Railway Company into the Alberta Railway and Irrigation Company, with Mr. Naismith as the first General Manager. Shortly after that he succeeded in inducing some Canadian interests to become associated with the new Company.

MR. GALT RETIRES

As his health had been far from good for a couple of years previously, it became evident that he had to retire from active work. In July 1905, A. M. Nanton became Managing Director. In October 1906, Elliott Galt wrote me, "I am on my back for a long spell under treatment, and I am now clean out of work for good." He continued to be associated with the enterprise, in a more or less perfunctory way for a few years longer. The Canadian Pacific Railway Co. was in control by 1908, and it is understood had acquired the entire holdings of the amalgamated companies towards the end of 1911; it previously had secured — in 1893 — the Railway between Lethbridge and its own main line. Elliott Galt, in 1901, disposed of the Great Falls and Canada Railway, being the Montana section of our southern line, to Mr. Hill of the Great Northern Railway.

ABHORRED PUBLICITY

An interesting sidelight of Elliott Galt's character was his abhorrence of publicity. He was a leader and not a follower. For instance, six days after war broke out in 1914, he was in London and subscribed \$30,000 for Canadian war hospital purposes. I never could understand the necessity of Robert Burns' advising his "young friend" — presumably a Scot — against being generously incautious in his confidences to others. Elliott Galt — a great Canadian and devotedly attached to his own country — had no other than Scottish blood in him and required no such advice from Burns. He accepted his responsibilities with the utmost seriousness and he was super-conscientious in looking after the interests of those who were associated with him.

BANK DIDN'T LIKE GOLD

Sir Alexander, in the early days, had to make frequent trips to London seeking additional financial aid from his associates. That difficult task fell to his son some time before his father's death in 1893. An amusing incident occurred while he was away on one of those trips. Mr. Barclay, the Manager, had evidently drawn on the Union Bank to the limit of the Company's credit and in order to temporarily find money for his monthly pay sheets, he concluded to bring gold back from Montana in payment for the coal deliveries there. Our miners, largely from abroad, were delighted to be paid in coin — all of which passed into our local bank much to its embarrassment. Finally I understand our Manager was advised that it would be necessary to charge us what seemed to be a very heavy discount. In fact, it was a virtual refusal to accept gold — something rather interesting in these days.

LAURIER'S TRIBUTE

Sir Alexander Galt realized the necessity of hospital accommodation for the employees of the Alberta Railway and Coal Company and built the Galt Hospital. At a later date, Elliott Galt de-

cided to enlarge the building. Appreciating that the time was approaching when his family could not properly look after the hospital, he invited the Municipality of Lethbridge to join him in the erection of the new wing, which was opened by Sir Wilfrid Laurier on September 1st, 1910, when he said:

"He was glad to know that the name of Sir Alexander Galt was connected with the hospital. As a student of Canadian history he had early learnt the worth of that man, whose name was linked with that of Sir John A. Macdonald and the other fathers of Confederation in laying the foundations of the present Dominion, and who, in that connection had earned the gratitude of a grateful people. But the work which he has done in laying the foundations of this hospital, while not generally known of outside of the city of Lethbridge, and would not therefore earn him undying fame, was yet recognized by Him who rewards the giver of a glass of water to the weary and needy."

"He congratulated Sir Alexander's son, Mr. E. T. Galt, the city of Lethbridge, and the managers of the hospital upon the example they are giving to the rest of Western Canada in the erection of the noble structure in which the sick, rich and poor, could find succor and help." — (QUOTATION FROM LETHBRIDGE HERALD.)

In 1913 Elliott and his brother, John Galt, transferred the property to the Municipality with an endowment fund, about \$50,000, which had been created by Sir Alexander.

CONTRIBUTION OF GALTS

The contribution of the Galts to western development was:

- The collieries at Lethbridge with a capacity of 2000 tons of coal a day. "Galt Coal" — a domestic fuel, very generally used for nearly half a century throughout the three Prairie Provinces;
- 225 miles of railway lines in Southern Alberta, and 130 miles in Montana; and
- About 125 miles of main irrigation canal supplying a territory producing wealth — if anything — greater than any other equal area in Western Canada.

In all, the Galts formed five companies in connection with the Southern Alberta enterprises before the final amalgamation was consummated in 1904. It would have been an easy matter to obtain legislation to extend the powers of any one of these companies, thereby enabling it to proceed with the development work the others were engaged in. The trouble, however, was that some of the proprietors would not take on further financial obligations. A small group — notably among them being W. A. Burdett-Coutts, M.P., loyally supported Elliott Galt throughout those trying years. Writing from London on September 27, 1905 — referring to the amalgamation — he says, "The reorganization and moulding into its new form has been a great work in which Elliott Galt has shown supreme ability. It is doubly gratifying to one who has been so much in it as I have to see how he has worked the thing out of the slough and converted the great risks he and his family undertook into comparative and, I hope, permanent and growing success."

The Baroness Burdett-Coutts was familiar with the western enterprises from the first. On November 8th, 1904, she inscribed on a large picture of herself, "To Mr. Elliott Galt, a valued friend and a great pioneer of the Northwest."

The RED & WHITE

Home-owned—Home-operated

Typifying the progressive spirit of the West, the Red and White merchants of Lethbridge and District, and their supply house, Western Grocers Limited, employing the most modern methods of food distribution and striving always to give this customers

**BETTER VALUES WITHOUT SACRIFICE
OF QUALITY.**

extend their
CONGRATULATIONS
to the
CITY OF LETHBRIDGE
on the occasion of its
50th JUBILEE

and acknowledge the debt they owe to those hardy pioneers who paved the way for the development of our great country. May their courage and optimism still prevail and their spirit of loyal service continue toward achieving



**HAPPINESS,
PROSPERITY
& PEACE**

There is a Red & White
store close to you.



Stores

Serving You Better

— at —

LETHBRIDGE (2 stores)—

A. B. BATES
Fifth St. S.

J. & A. JOHNSTON
13th Street N.

BELLEVUE Smith Market Co.

BLAIRMORE M. Sartoris

BROCKET Bossenberry Bros.

BURDETT G. & B. Thacker

BURMIS Mrs. M. E. Eddy

CARDSTON Lyle's Grocery

CARMANGAY A. B. Webster

COALDALE Coaldale Grocery

COALHURST F. McDonald

COLEMAN W. Gate

COUTTS Leo. Klinkhammer

ENCHANT J. G. Martin

ETZIKOM F. D. Jackson

FOREMOST Fraser-Druhan Ltd.

HILLCREST Smith Market Co.

MANYBERRIES Current & Co.

MILK RIVER H. J. Thole

NEMISCAM Carl Wek

ORION C. H. Dillenbeck

PICTURE BUTTE J. M. Gibbons

PINCHER CREEK McRoberts Co.

PURPLE SPRINGS G. H. Savage

SHAUGHNESSY S. Ketch

SPRING COULEE Harvey Anderson

STIRLING T. A. Spackman

TURIN W. R. Brown

WHISKY GAP Whisky Gap
Trading Co., Ltd.

WOOLFORD Woolford Merc. Ltd.

How Southern Alberta Grew Up

Brief Outline of the Development in the Lethbridge District by C. A. MAGRATH and Covering the Period From His Entry Into the North West in 1878 Until His ... Retirement From the Alberta Railway and Irrigation Company in 1906 ...

"Oh! would ye hear and would ye hear,
Of the windy wide North West?
Faith, 'tis a land as green as the sea,
That rolls as far and rolls as free,
With drifts of flowers, so many there be,
Where the cattle roam and rest."
—"MOIRA O'NEILL."

FROM May, 1878, when I first reached Winnipeg, to November, 1884, I spent all of the seven summers and two winters under canvas engaged in some of the foundation surveys of the West, mainly between the fourth and fifth meridians—the first year as assistant to J. S. Dennis, now Colonel Dennis—the next three as assistant to Montague Aldous and the last three years in charge of my own party. Our survey parties usually consisted of about thirteen members; our outfit, three or four tents, small tin stoves for cold weather and a large one for cooking purposes; thirteen carts, buckboard and fifteen horses—one for saddle purposes. To reach Macleod or Edmonton took us about five weeks. Our mail from Ottawa to Edmonton in the winter of 1879-1880, and supposed to arrive every three weeks, was some thirty days old when it reached us. During the summer months we were much less fortunate as only two or possibly three mails reached us, when necessary to send in to a Hudson Bay Company's Post for supplies. A letter stuck in a picket beside one of the main trails would be picked up by the first half breed freighters and delivered at the next Hudson Bay Company's Post to await the first mail wagon. I mailed a letter to my mother in that way in June 1878, on the trail some ten miles west of the Humboldt Government Telegraph and Repair Station and I often regret not having asked her to preserve it.

Before the Canadian Pacific Railway had penetrated the west we either travelled westward from Winnipeg towards the setting sun across the great treeless plains to Fort Macleod, or north-westward through park-like country, more or less covered with poplar and willows, to Fort Edmonton, depending upon the location of our work; in each case about eight hundred miles through an absolutely unsettled country—in other words, an empire unfenced.

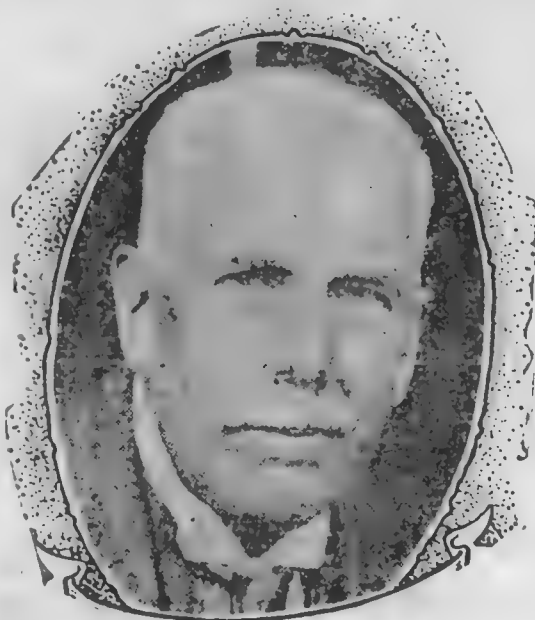
In my survey days I covered a very considerable portion of that far west, both on the plains and in the semi-wooded areas, and it was an unusual sight to see a square yard of the prairie without a good sod covering. On the plains there was the short curly "buffalo grass," whereas in the northern part of the country the grass was several inches long and frequently mixed with wild vetches. In the spring season in that park-like country there were "drifts of flowers" whereas out on the open plains, the country "rolled as far and rolled as free," though its greenness like the sea only lasted for a very short time in the spring season. It quickly turned to yellow, but was always succulent near the roots. Reverend Pierre Andre, whom I met at Duck Lake in the spring of 1879, said he had seen on the plains practically a solid mass of buffalo as far as the eye could reach and which held up him and his associates for several days until the buffalo worked further north.

No one could deny the beauty in the spring season of the semi-wooded country with its changing colours, nevertheless, it became tedious travelling westward along the winding trail. There was never more, as a rule, than from one quarter of a mile to say a couple of miles visible ahead, due to the bluffs of poplar and willow.

SPEEDING IN A BUCKBOARD

How we envied Lawrence Clarke, Hudson Bay Chief Factor, whom we met one day on his way from Fort Carleton to Winnipeg. We suddenly noticed a cloud of dust on the trail ahead and presently we could discern a buckboard with two horses and about eight loose horses in the control of two half-breed riders coming toward us on a canter. They pulled out on the prairie and passed us on the lope. Mr. Clarke, sitting beside his teamster, was strapped in the buckboard and the horses were changed every six or eight miles. When he reached a Hudson Bay Post, a fresh lot of horses and drivers had to take him to the next Post. It is understood he covered 100 miles daily. We all thought he knew how to burn up mileage. There are thousands of Lawrence Clarkes in that country today, who in their automobiles daily cover four times the distance that he travelled, and with practically no strain.

It was not necessary to actually see the vast number of buffalo that had roamed our plains in



CHARLES A. MAGRATH

Charles A. Magrath, the first mayor of Lethbridge, was born in North Augusta, Ont., April 22, 1860.

He was engaged as a Dominion Land Surveyor in the Northwest, 1878-85, and was closely associated with the Galt interests from 1885-1906. The town of Magrath, the Garden City of Alberta, bears his name.

Elected Lethbridge's first mayor in 1891.

Elected to the old Northwest Territorial Legislature by acclamation in 1891, 1894 and 1897 when he was taken into the small cabinet of Frederick G. W. Haultain. His total election expense was \$10. Retired in 1898. The late Dr. DeVeber succeeded him in the legislature.

Entering federal politics Mr. Magrath represented the Medicine Hat constituency from 1906-1911.

He was appointed a member of the International Joint Commission in 1911, becoming chairman of the Canadian section three years later.

He was one of the representatives of the Canadian House of Commons at the coronation of King George, 1911.

During the World War, Mr. Magrath was a member of the War Trade Board and of the Patriotic Fund executive. He was appointed fuel controller, 1917.

For several years he was chairman of the Ontario Hydro-Electric Power Commission.

Mr. Magrath has published a book, "Canada's Growth," in which he deals with some of the settlement problems of the West.

He was a member of the Newfoundland Commission.

Mrs. Magrath is a daughter of the late Sir Alexander T. Galt.

the past, as evidences of that fact were still to be seen. Every now and again we came across the bleached bones of great numbers of buffalo, indicating the uncontrolled slaughter that had been indulged in and not by the Indians requiring food, but by the hunters greedy for their pelts. I imagine the buffalo preferred the plains to the partly wooded country because of the greater difficulty in reaching them without being seen and also the more or less continual breeze in the open country which kept down the flies.

It requires little imagination to appreciate what Pierre Andre saw, when I am reminded of the network of buffalo trails—about one foot deep, that we crossed in our long tramp westward. These trails largely led to watering places which, apart from the rivers, were not always permanent from year to year. W. G. Conrad, of the old I. G. Baker firm and a well known cattle grower of Montana, in speaking of Southern Alberta in 1887 said, "this country is one of the very choicest for grazing, and the number of buffalo trails crossing the surrounding plains shows how that animal thrived upon its grasses in past years; from the narrow gauge railway car moving at fifteen miles an hour, I crossed and counted eighty-seven trails in five minutes, some of them worn twelve inches deep."

LAKES COVERED WITH DUCK AND GESE

We cannot possibly appreciate today the vast number of wild fowl that came northward from the far south at the very earliest opportunity in the spring, and which would only leave the country with approach of winter. In the autumn the lakes would be literally covered with duck and geese, principally the former, and occasionally a few swan. We also saw an odd flock of pelicans and sand hill cranes. They all seemed to have intelligence enough to wish to live in our northern latitude.

That high, dry atmosphere had a stimulating effect in those days as now. It brings out all the optimism in the individual, which if not carried to excess is a great asset to a people. We had to secure our office help from Eastern Canada, some of whom would leave us in a year or so and start out on their own. It was not long afterwards that an occasional one seemed ready to absorb our entire enterprise.

In that unfenced period of the West, one was unconsciously trained, so far as that is practicable, to think of the future as well as the present. In riding across the plains, it was always necessary to keep some distant point in view in order that one's course could be maintained, and it was equally necessary to watch the ground over which one was passing in order to avoid badger holes and other pitfalls.

SAW SITE OF LETHBRIDGE FIRST IN 1880

My first sight of the open prairie on which the city of Lethbridge now stands was towards the end of August, 1880, when with the Aldous survey party we were on our way from old Fort Macleod to Winnipeg. We forded the Belly River at the "Coal Banks," and it was a long, hot pull out of the valley up the ravine south of the Galt Hospital, and still used as a road from the city to the river. We then took the Benton trail, not any too well marked, for about six miles, when we reached the Police trail leading from Macleod to Fort Walsh, via Fort Whoop-Up. We turned eastward on that trail and in about fifty miles came on a band of fully two hundred buffalo. Mr. Aldous took after them on his saddle horse and managed to kill two.

With the exception of a glimpse of three or four stray buffalo—the last one being in the spring of 1882 a few miles west of Medicine Hat, which then consisted of half a dozen tents—the only others I saw in June, 1878, about fifteen miles east of the present city of Saskatoon, when a member of the Dennis survey party.

While on a ridge we observed them about one mile distant. Mr. Dennis and one of our men with experience as a buffalo hunter started in a wide circle in order to get to the windward of the band. I started on foot across country, running most of the time directly towards where we had seen them, when suddenly I heard a couple of shots on the other side of the hill up which I was then walking; these were followed by the thud, thud, thud of the loping buffaloes and it was only a few minutes when the animals came over the hill on the lope, heading straight for me. I turned and saw a single bunch of prairie willows about three feet high a short distance to the rear and made for it. The buffalo deflected slightly from their course, some passing within one hundred feet of me. The outcome was that I got a decided scare and the hunters not even that.

During the days of the buffalo, the value of the Red River pony was based upon his speed and usefulness as a "buffalo runner", and the distinction of leading our train of horses and carts usually went to a "buffalo runner."

NICHOLAS SHERAN WAS THE ONLY SQUATTER

We returned from Ottawa in the following spring—1881—again outfitting in Winnipeg. In that long trek across the plains I believe we found but one squatter on land in the 600 miles between Fort Ellice on the Assiniboine River and Fort Macleod—and that one was Nicholas Sheran on the west side of the Belly River at the "Coal Banks". The river was in flood and he ferried our outfit across. Late in the autumn we returned by the same route as far as Brandon, and found the Canadian Pacific Railway had reached that point in its extension across the continent. We took the train from there to Winnipeg. From the foregoing it will be seen that I had passed over the site of the present city of Lethbridge three times where all was peaceful and quiet, not even a stray Indian pony in sight, and yet in the river valley below, the last great Indian battle had been fought in the fall of 1870 by the Bloods and Peigan of the Blackfoot Confederacy and the Crees, in which the latter lost between 200 and 300 "braves" and the Bloods and Peigans from 50 to 60.

A very interesting and complete account of this engagement has been given by my old friend, the late Dr. George A. Kennedy, N.W.M.P., at Macleod. Jerry Potts, who was attached to that force at Lethbridge as Scout and Indian Inter-

Gov.-General Opens New Railway

preter, had taken part in the fight. Dr. Kennedy arranged for him to take me over the ground and give me sufficient details to enable me to make a sketch which I sent him on the 23rd, February, 1887.

A BATTLE NEAR THE PRESENT GALT HOSPITAL

The Indians had been fighting across country from Kipp and as they approached the Belly River, near Nicholas Sheran's, the Crees took refuge in the longer ravine while the Bloods and Peigans after much trouble succeeded in securing the shorter one. Both of these ravines enter the valley at the extreme northern end of the river bottom opposite Lethbridge. Potts showed me a few small cairns of stones on the ridge between the ravines where "braves" had fallen. After four hours of fighting across the ridge, the Crees were driven down and over a drop of from 20 to 30 feet and thence into the river where many were killed while attempting to reach the other side. The fight continued on the river bottom below the Galt Hospital, when the remaining ones took refuge in the trees at the north end of the bottom and escaped during the night. The time has arrived when Lethbridge might very appropriately erect, say two monuments, both to be visible from some convenient point, say Galt Hospital—one on the ridge across which the fight took place, the other where it was resumed after crossing the river.

In May 1885, I was being sent by the Department of the Interior on an exploratory survey from Rat Portage—now Kenora—via Cat Lake, Lake St. Joseph and the Albany River to Hudson Bay. A day or two before I was due to leave for Rat Portage I received an offer from Elliott T. Galt, Manager of the North Western Coal and Navigation Company, of a position in its service, and which I accepted on the advice of A. M. Burgess, the then Deputy Minister of the Interior.

THE FIRST GOV.-GENERAL TO VISIT LETHBRIDGE

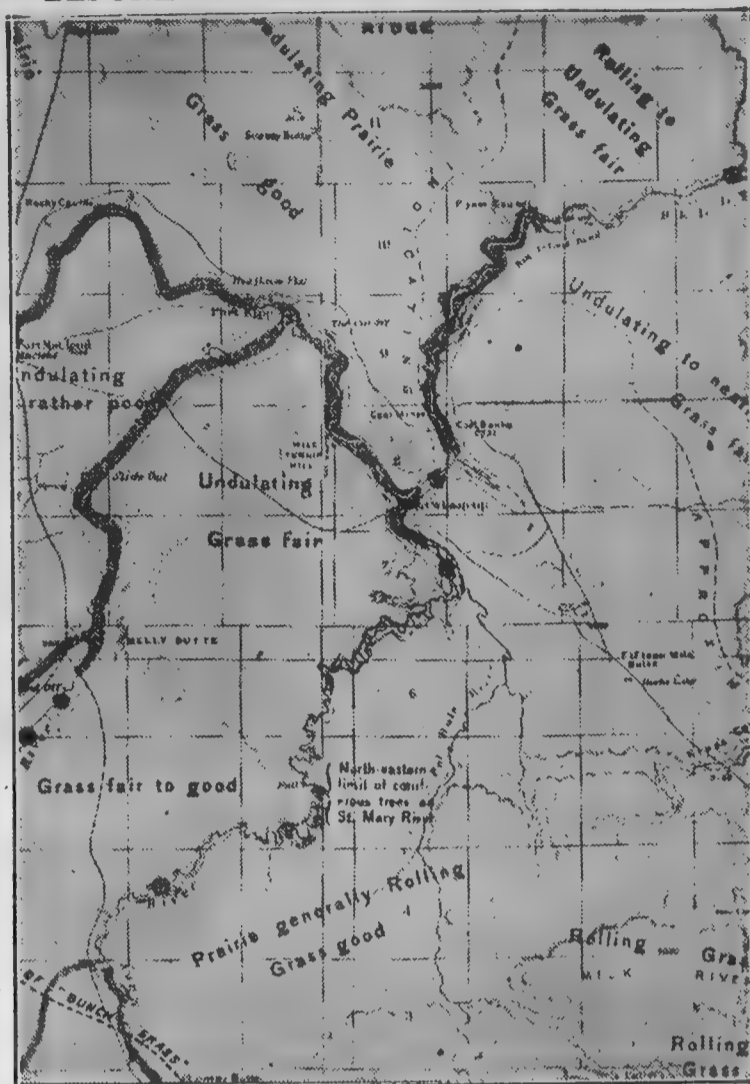
In view of my having to remain in Ottawa for some weeks attending to Government land matters of my new employers, I did not reach Lethbridge until the early part of July. Our railway had been constructed as far west as Grassy Lake, from which point I completed the trip by mail wagon to the then recently surveyed townsite of Lethbridge. I found fairly active building operations in progress. The official opening of the railway was September 24th, 1885, by our Governor-General, the Marquis of Lansdowne—Sir Alexander Galt and the Anglican Bishop of Saskatchewan (Saskatchewan Jack) being present. They arrived that day and accompanying the party was J. M. Egan, General Superintendent of the Canadian Pacific Railway at Winnipeg. As the little locomotive pulled into the station we noticed something perched upon the cow catcher, carrying a good share of the road's newly constructed earth embankment. It turned out to be Mr. Egan. He thought he would have a look at the road but apparently the road bed shortly became the observer. That night Lethbridge had its first banquet in a long shack dignified by the name "The Company's boarding house," where all unmarried mining, railway and other employees had their meals. It is questionable if any other community in Canada in the intervening fifty years has entertained more outstanding men with widely varied interests than the first three named. Bishop McLean lived at Prince Albert; his diocese extended from Manitoba to the Rocky Mountains and his fluency left us breathless.

Until the following spring my office and bed accommodation were in a small corner of the mine storehouse on the river bottom. William Stafford, Mining Superintendent and H. F. Greenwood, Accountant, and his assistant, Hugh Macbeth, had space in the same building. Thomas McNabb, the master mechanic, joined the little group shortly before I arrived, and we turned out to be a very happy family.

I have concluded not to attempt to introduce the names of my old associates in the Galt enterprises, fearing that I might overlook some and which naturally I would much regret. The success of a corporation does not rest alone with the President and Directors but largely on the loyalty of its employees, and while the Galts were entitled to loyalty, they certainly got it in fine measure from all those in their service.

The saws and hammers were busy throughout 1885 and the following year. Lethbridge was very fortunate in its foundation stock, as its pioneers were both vigorous and capable. Again I do not wish to trust to my memory by particularizing but I can at least pay a tribute to the public spirit of some of the active ones in 1885, as for instance, Messrs. Bentley, Wm. Colpman, Cavanah, Tom Curry and William Henderson.

BEFORE LETHBRIDGE WAS ON THE MAP



Here's a map from the files of Archives at Ottawa that was drawn before Lethbridge existed. Where the city stands today was then known as Coal Banks. The "Coal Mines" across the river was probably the Sheran mine, opened by Nick Sheran about 1872. Note that Fort Whoop-up is a bigger spot on the map than Coal Banks. Fort Macleod and Macleod are shown as well as Fort Kipp, Slide Out, Stand Off. Note, too, the old trails across the prairie. The one coming from the southeast via Kipp's Coulee, Rock Lake and Fifteen Mile Butte is the old Fort Benton Trail which used to cross St. Mary River just south of Fort Whoop-up, cross the north end of what is now the Blood Reserve, then across the Belly River and on to Macleod. A trail directly south from Fort Macleod probably was the famous Whiskey Gap trail. The notations on this map with respect to grass are of particular interest in view of the country's agricultural development in 50 years.

—1885—1935—

THE COMING OF THE TOWN'S FIRST M.D.

I cannot overlook that unique character Dr. F. H. Mewburn, who in later years became an outstanding figure in his profession not only in Canada but abroad. He came to us from the Winnipeg General Hospital and established himself in the east end of what was then dignified by the name of "the terrace". In contained about eight sections. In 1886, with my old survey assistant, J. F. Ritchie, I took the section adjoining Mewburn's. We concluded to go into house-keeping together and made an opening between our two residences.

No man was ever more scrupulous in the care of his patients than Dr. Mewburn. The coal miner's family received the same attention as that of the Superintendent. Even in those days Mewburn was a master of lurid language. That fine character, Frank Oliver, whom I had met at Edmonton towards the end of 1879 and who in his earlier years seemed to have a grievance against the "white collar" class even if they had not \$10.00 to their credit, had a special capacity for phrasing words unknown in polite society; in fact at times it was like the withering blast from a red hot furnace. In Mewburn's case there was poetic rhythm—more of the prairie fire type, which could be beautiful and yet destructive.

We were then living in the days of western prohibition, adopted for the protection of the Indians, and smuggling whisky from Montana was the order of the day. Some of Mewburn's patients were of the whisky group. I have seen him come in at night exhausted and he would worry about the fools who took no notice of his instructions to take a spoonful of medicine at stated times but would empty the bottle in two or three drinks! A few years afterwards, when we had our separate households, he used to drop into my office frequently and on one occasion it was apparently for the purpose of telling me that the country was heading straight for perdition, because "they are now so lamb-like they rigidly follow my instructions", and with that he left me.

The enforcement of prohibition by our N.W.M. Police was almost an impossible task especially in the southern part of the country, with no settlement, adjoining the International Bound-

ary from Manitoba to the Rocky Mountains, nevertheless, the Police struggled with the task.

I have been more or less intimate with our Mounted Police from 1878 when I first went west. There were two or three factors that played an important part in bringing about that great influence they had with our Western Indians. The Indian likes colour; he admires the picturesque, especially those who roamed the plains before they, of necessity, had to live on Reserves, and incidentally lost their national characteristics.

Our Police were supplied with the best saddle horses obtainable; and then as today, they never left their barracks other than in spick and span condition. The fine type of young manhood attracted by our frontier life, in their tight-fitting scarlet tunics and broad-brimmed hats, made them a pleasure to look upon. The Indian soon learned that the word of a Mounted police officer was absolutely to be depended upon. I was the only Canadian privileged to attend the funeral of the first Commissioner, Sir George French, in London, on July 7, 1921.

AN EARLY EXPERIENCE WITH THE MOUNTED POLICE

I had one experience with a small detachment of our Mounted Police which made me appreciate its alertness in following whiskey smugglers. In September, 1888, accompanied by my friend John D. Higinbotham I drove a Northern Pacific Railway engineer from Lethbridge down to Conrad, Montana, from which point he took the stage-coach to Helena. On our return journey we camped at John Jo Springs near the International Boundary. We had called at the Police Camp at Milk River on our way south, but when returning concluded to get an early start so as to cover the sixty-six miles to Lethbridge in one day. We were off at sunrise and took a short cut, over a few miles of rough trail, bringing us into the Milk River valley, possibly two miles west of the Police camp. While driving across the valley we could see a couple of figures running about the Police tents. We had a four horse team from a local livery stable and the young driver, evidently wishing to add to the excitement of the occasion, put the whip to the horses and they loped across and out of the valley.

Lethbridge Forms Board of Trade

LETHBRIDGE AFTER THE FIRST FIVE YEARS

It was probably six miles further on when passing through some rough hilly country, there suddenly appeared on the trail about one hundred feet ahead of us the non-commissioned officer in charge of the small detachment. He immediately stopped us and, riding up beside me said it was my duty to report at the detachment and that I should have known better than to come through without doing so. As a matter of fact, I knew nothing about the regulation he referred to. Then taking his riding whip, he overturned our blankets in the rear of the wagon and being told that we two very temperate individuals never travelled with anything stronger than tea, he curtly added, "You may go on." I believe in after years I had something to do with his promotion.

During the period of prohibition, the Lieutenant Governor of the Territories had authority to issue permits for the importation of a couple of gallons of spirituous liquors and they were issued with considerable caution. I believe they were the most prized Government issue of that or any other period.

In those days, the North West received a small quota of young men with a tendency to imbibe and whose parents foolishly thought the prohibition west would help to cure them. It did nothing of the kind as whatever restraint they had tried to exercise in the east was thrown aside when they reached the Territories and they drank whenever the opportunity came their way.

IN THE DAYS OF THE LIQUOR PERMIT

I recollect, in the spring of 1884 after my survey party had been ferried across the Bow River at Calgary on our way to the North Saskatchewan country, I had the honour of having Rev. Father Lacombe, then returning south, lunch with me. Just as we started, a young man on horseback came along from the north and I invited him to join us. I then produced my small keg of Hudson Bay rum. The new arrival was the only one that took a drink and his keenness was so evident that I immediately took the keg away. That young man turned up in our camp some days later, when about 100 miles further north. He was not interested in me but in the keg. A Hudson Bay officer at Edmonton once told me that as soon as a Permit arrived, it was noised about the moment he gave a drink to a friend and shortly afterwards "they would be around like flies about a sugar bowl".

Lethbridge in the earlier days depended entirely on the Company's coal and railway pay sheets. The construction of the Canadian Pacific Railway had not brought to the west the anticipated prosperity. Our coal miners were busily employed for a couple of months in the winter only; in the summer it was a matter of a couple of days' work weekly. I believe the most convincing evidence of the absence of business activity in for instance 1891 is that on August 17th, I wrote my Managing Director referring to our affairs and suggested a cut in my salary. As it turned out I was only anticipating a decision already reached by our London directors, who called for some salary reductions and the cutting down of expenditures in every direction. At an earlier date—towards the end of 1887—my services were dispensed with at the instance of our London office, and with some reason as there was absolutely no activity in our land business, though I was kept quite busy by Elliott Galt in various capacities. I was reinstated one year afterwards. Meanwhile Sir Alexander Galt had arranged for my employment in surveying some of the Company's land grant lands, with the understanding that I was to be available for any special work of the Company.

A TIMBER MILL ON THE RIVER BOTTOM

The Company had moved its portable saw-mill from the Porcupine Hills to the "Coal Banks" a year or so before the townsite was staked out and continued to operate it for short periods during the first two or three years thereafter. A timber limit had been secured in the Rockies located on the south branch of the Old Man River with the object of securing therefrom our mining timber. I had charge of the work in the woods for two winters, when we took out railway ties as well. We found, however, that the river was too treacherous to successfully use it for log driving.

It is interesting to recall that at a later date, when the Company concluded to bring its timber supplies in by rail from the Bow River district it secured timber limit "N", west of Banff. In April, 1887, with J. F. Ritchie, I went up to locate and cut out the east and west boundaries of that limit for short distances to the north and south of the Canadian Pacific Railway. We made headquarters at the Section house—a log building



Here is a picture of Lethbridge taken in 1890, five years after it was surveyed and named. The picture taken from the north-east, where the C.P.R. roundhouse and shops now

stand, looks to the southeast across the N.W.C. and N. Co. tracks. Miners' cottages are shown in the foreground (along First Avenue South) and the R.N.W.M.P. barracks are seen in the distance.

which had been erected by the railway construction gang. It was then known as Laggan—now Lake Louise. Our sleeping quarters were on the floor above, which we reached by a ladder, and where we found some straw on which to spread our blankets. One night I was awakened by Ritchie saying, "If you don't speak, I'll shoot", and with that someone tumbled down the ladder. The next morning we learned that the "Cookees" had been away on a visit and, coming in by a night train, climbed the ladder on his way to his bundle of straw. Ritchie was awakened by his groping towards our bed.

Lake Louise is within that timber limit. My employers shortly afterwards released it to the Canadian Pacific Railway Company. Lake Louise Chateau and the magnificent mountain scenery are today world renowned.

THE FORMATION OF THE BOARD OF TRADE

Lethbridge was struggling along without any local organization to co-ordinate the efforts of those interested in its growth and control until September 1889, when a few, principally merchants, called a meeting to discuss the formation of a Board of Trade and Civic Committee. The plan was presented and approved at the next meeting. We were all sitting on benches against the wall in the small sample room of the Henderson Hotel when, to my amazement, especially as I had taken little or no part in the discussion, I was unanimously elected President. The obvious reason was to avoid any local jealousy by selecting one of the business men. Looking back now, I can say it turned out a very excellent move, as it brought about a contact that grew into a harmonious and active co-operation between the citizens of Lethbridge and the Company for the development of the District, which was of great moment to both.

My recollection is that I remained President of the Board until the incorporation of Lethbridge, which was taken up by it in April, 1890, and endorsed by the people in July following. I was elected the first Mayor by acclamation in January, 1891.

REPRESENTS LETHBRIDGE IN TERRITORIAL ASSEMBLY

The first Legislature of the North-West Territories passed a redistribution measure and brought into existence the Lethbridge District, which formerly was largely within the Macleod District. The election of some 26 members for the second Legislature took place in November, 1891, and the District of Lethbridge gave me an acclamation. My friends thought that my experience as Mayor of Lethbridge might be useful to the incoming Council and I agreed to offer myself at the second election, and became one of the Town Councillors for one year only.

My territorial office naturally brought me into a much wider field of activity. The Mormons had started their small settlement on Lees Creek in 1887. I visited them in September of that year and was much impressed with what I saw. I question if any organization is quite as well fitted for colonization work as the Mormons. Pioneering—life on the frontier—always has been a great struggle in order to get established. The community life of a people naturally must be invaluable to the weaker ones of the group, who if try-

ing to stand alone would run considerable danger of failing.

I am reminded of an incident of what community life may mean. I remember a young man losing his wife in the early spring. He took her remains south to Utah and when he returned, he found ten acres of his land had been ploughed and seeded.

It is true the Mormons were looked upon with a good deal of suspicion in the early days, due very largely to their views on the marriage question. It must be remembered, however, that any group system will likely develop some suspicion in those who have to fight their way alone. I remember a statement made to me by the Hon. George Q. Cannon—an outstanding leader in the Mormon organization—shortly after we started our irrigation canal construction in 1898, and to which I will refer later on. I brought forward the marriage question. He said his people, as citizens of the United States, believed they were in their constitutional rights in practising polygamy, but when the Courts decided otherwise, he and his associates bowed to that decision, "as we are second to no people in our respect for the laws of our country". He added something to the effect that it would be a forgotten issue within another fifteen years.

MORMONS STRONG FOR IRRIGATION

In my opinion the movement of Mormons to Southern Alberta was of inestimable value in opening up that section of our west. They understood irrigation and, having made Lethbridge their market town, we were continually told of the wealth that could be created by the diversion of some of our waters that were wasting down our rivers, to the lands in the immediate neighborhood of our little town. It was a fortunate coincidence for that section of the country that on one side we had the Galts who understood that fundamental of colonization—care of the new comers until well settled, and on the other, the Mormons so familiar with irrigation and by actual experiences, with the difficulties of getting established in a new country. It was only a question of bringing about co-operation between the two interests in order to get results and the results are to be seen in Southern Alberta today.

With the setting up of our municipal machinery in Lethbridge, the Civic Committee work of our Board of Trade ceased and it became a district organization and today is functioning in a very important way in Southern Alberta. During the period I was in the Territorial Legislature, 1891-1898, the Board was exceedingly useful to me. Anyone in those days in the district could become a member for a nominal fee. I freely discussed the improvements in my constituency with the Board. In fact, I used it in an advisory capacity. While I was the representative of the district all the members of the Board had the fullest opportunity to express their views as to the improvements that should be carried out by the Territorial Government.

THE FIRST IRON BRIDGE

We had the distinction of having the first iron bridge erected by our territorial government; it was built in 1893 and across the St. Mary River

Early Government in N. W. T.

on the trail near Cardston. In December of that year an unusual Chinook, quickly followed by a very severe frost occurred and one span of the bridge collapsed. The settlers rendered fine assistance in raising the span. The bridge, however, was not a success, though it served the needs of the locality for some years. One of our difficulties was in finding a contractor willing to accept payment spread over two or three years due to our small annual grants from Regina; furthermore, its erection was before the territorial government had the necessary staff to look after such work.

In March, 1893, I took up with Colonel Fred White, Comptroller of the N.W.M.P. at Ottawa, the erection of about 60 miles of telephone line from Lethbridge to Cardston and on to the Police detachment on the St. Mary River, a few miles from the International boundary. With Colonel White's support, we secured a subsidy at Ottawa sufficient to pay for the wire and erection of the poles. A few of the Mormon settlers, under the leadership of Mr. Card, did yeoman service. They cut the poles in the foot hills and delivered them along the line as staked out, an average distance of say 50 or 60 miles. That was the contribution of the settlers to the project. The line was completed early in 1894 and was quite useful to the Police, as it was in operation during the period when there was a considerable movement northward from the United States.

My employers did not like my holding public offices, doubtless because my entire time could not be given to their work; nevertheless, they indirectly benefited through my dual service to them and the people. I question if a similar situation could be found elsewhere in Canada, where there was the same whole hearted co-operation between a company operating in a territory and the people thereof, whose main interest should always be identical—in our case it was the opening up and development of a considerable section of Southern Alberta. I sat in the second and third Legislatures at Regina. My third election was when in 1897 I became a member of the North-west Government—a Commissioner without portfolio.

NOMINATED IN SPITE OF ABSENCE

An amusing incident occurred when I presented myself for re-election in either 1894 or 1897—I believe it was the former occasion. My manager, W. D. Barclay, for whom I had a warm regard, sent me to Canmore on my nomination day to see if the coal producing company there possessed railway weigh scales. It seems that some of this coal had been shipped over our railway to Montana and a dispute had arisen over weights. My conviction at the time was that Mr. Barclay was more interested in the possibility of my being dropped, due to my absence from Lethbridge, rather than in satisfying himself that the company had that which of necessity it was compelled to have—namely, proper weighing equipment. Notwithstanding my absence, I was the only one nominated, and upon being declared elected "Curly" King felt it incumbent on him, as an Irishman, to thank the electors for so honouring me. He suggested they accompany him to the Lethbridge House where they could fittingly celebrate the occasion. I understand he gathered up quite a number, but unfortunately for them, before getting well under way, Billy Henderson came along, and finding the host absent, he quickly brought the proceedings to a close. The cost to me I believe was \$10—my total expenses for my three territorial elections.

A brief summary of the development of the Legislative machinery of the North-West Territories down to my entry into the second Legislative Assembly in 1891 might be of some interest, and I have taken from a memorandum prepared by my old associate, James Clinksill the following:

EARLY TERRITORIAL GOVERNMENT

Under an act of Parliament passed in 1875 and proclaimed in October, 1876, provision was made for a Lieutenant Governor for the North-West Territories and a Council of five members to be appointed by the Dominion Government to assist the Lieutenant-Governor in passing ordinances on matters of local concern. Previous to that the Territories were administered by the Lieutenant-Governor of Manitoba.

The first meeting of the North-West Council was held at Livingstone, near Pelly, in March, 1877. Its members were Lieutenant-Governor Laird, Stipendiary Magistrates, Colonel Richardson, and Matthew Ryan, also Colonel Macleod, Commissioner of the N.W.M. Police.

In August, 1877, the seat of government was transferred to Battleford, the first capital of the Territories, where the North-West Council assembled for its second session in August, 1878. Later on, a Mr. Breland was added to its membership. Apparently the Council did not meet in 1880 and the fourth session was in June, 1881, when Lawrence Clarke, the first elected member took his seat.

The Council was enlarged from time to time, through the creation of new electoral districts, until its last session in 1887. Meanwhile, the Capital had been moved to Regina in 1882. The first Legislative Assembly of the Territories came into existence in 1888, consisting of 22 elected members and sitting with them, but without voting privileges, were the three North-West Judges—Colonel Macleod, Colonel Richardson and Mr. Justice Rouleau. The second Legislative Assembly with enlarged powers, and with 26 elected members, without non-voting legal advisers, was elected in 1891. I was one of its members, and we too complained about Ottawa's control of our local affairs. On the whole, however, I think we were getting along very nicely, nevertheless, the demand for greater authority was the subject of discussion at odd times.

ALMOST BECAME SPEAKER OF LEGISLATURE

In the session of 1892, the opposition, under the leadership of Hugh S. Cayley, later on a Judge in Vancouver, B.C., defeated F. W. Haultain, now Sir Frederick, by one vote. That splendid character, Jim Ross, who ultimately became one of our Senators, was our Speaker. He at once resigned leaving Mr. Cayley, who lost no time in forming his small Cabinet, in the embarrassing position of furnishing a Speaker from his own supporters. When our House met, Mr. Cayley proposed that Mr. Ross return to the Chair, which he declined to do, and we all drifted out of the Chamber. I think it was the second day there—

The March of Time Goes On

The achievements of the founders of the Great North West were accomplished by a spirit of co-operation. The pioneers of a new land marched hand in hand over untrodden paths to lay a foundation, which, after 50 years, we in the future generation can live to enjoy. Buoyed by that pioneer spirit in the field of co-operative marketing a group of pioneers organized in the Lethbridge District our Co-operative Marketing Agency. Our achievements have been many. Our principles have been co-operatively contributing to the success of fifty years of progress in the City of Lethbridge. When you have any livestock or produce to buy or sell, phone, write or wire,

The Southern Alberta Co-Operative Association Limited

Pioneer Livestock Exporters and Importers.

BRANCH OFFICES AT COALDALE, CARDSTON AND TABER, ALBERTA. LIVESTOCK SHIPPING AGENTS AT ALL PRINCIPAL POINTS IN SOUTHERN ALBERTA.

HEAD OFFICE: 1221-2nd AVE. SOUTH LETHBRIDGE, ALTA.

PHONES: LIVESTOCK, 4080; WAREHOUSE, 3777; NIGHT, 3127.

Irrigation Becomes Live Issue

after when Mr. Haultain and his supporters concluded to furnish a Speaker in order to vote supplies and allow the work of the session to be completed. As I took little part in the debates it was decided to offer me for the Speakership and accompanying Mr. Haultain and his Cabinet colleague, the late Tom Tweed, we called on the Lieutenant-Governor to advise him of our decision. He at once told us we were too late, that he had prorogued the House. We returned and informed our associates we were being sent home by the Lieutenant-Governor.

This at once aroused the animosity of the "old timers" who had in the past been crying out against "the paternalism of Ottawa" and there certainly was a merry row on. A small committee was appointed—one of whom being Frank Oliver—to prepare a protest to be sent to Ottawa, and it turned out to be a real one. The committee were in an adjoining room for half an hour and occasionally Frank Oliver's language almost shattered the intervening wall through which it penetrated to us; if anything he could be original. At one time, he was critical of Lieutenant Governor Dewdney whose name appeared at least on one occasion in the "Edmonton Bulletin" as Edgar dewdney.

From the speech of His Honour, Lieutenant-Governor Joseph Royal, on closing the Fourth Session of the Second Legislative Assembly of the North West Territories, Regina, Saturday, 16th September, 1893, I quote the following:

"When on the 4th July, 1888, I was sworn in as Lieutenant Governor of the North West Territories, the functions of the office were as totally different from those of the Lieutenant Governors of the provinces, as they will be from those to be performed by my successor. The Assembly had hardly a voice in the government of the country and the Lieutenant Governor was practically a Political Commissioner under whose direct supervision and authority the affairs of the Territories were conducted and administered. Now all this has been materially changed and hence my satisfaction. The Legislature today practically enjoys the rights and privileges of self government. Let me congratulate you sincerely upon the wisdom and discretion you have displayed in undertaking your new and important duties."

It was not until July 1st, 1905, that the North West Territories obtained full provincial autonomy. In looking back now, I have no hesitancy in saying that our Territorial Government developed a very competent public service at Regina, especially when we consider the vast territory it had to deal with. I can say little about our sessional work, as I was not a very close attendant in view of my other activities; furthermore, I was of little use in the making of laws, though I was responsible for the first coal mines Ordinance—quite an important piece of legislation. Our Assembly was carried on with pretty much the same formality that is to be found in the larger ones throughout Canada. Occasionally there was evidence of irritability over rules of procedure. Looking now over a few of my old letters, while they were direct, some were certainly quite crude. I suppose they were the product of the "wild and woolly" atmosphere.

AN INTERRUPTION FROM A SLEEPY MEMBER

An incident that happened in our small Assembly indicating originality and frankness, though quite contrary to rules of procedure, I feel should be preserved. One of our members, whom Hillyard Mitchell did not particularly care for, had the floor; both were supporters of the Haultain administration. Mitchell evidently the night before had been testing out his powers of endurance with "Johnny Walker" and was trying to sleep off the effects with head forward on his arms folded across his desk. Apparently in moments of consciousness two or three times his eyes rested on the occupant of the floor, when finally he gave expression to that suppressed sentiment quite common in all deliberative Assemblies, "Pole axe the blatherskite". His head then went forward to its resting place, to the accompaniment of "Pole axe him". And even the Speaker seemed to appreciate its appropriateness.

In the ten or more years preceding the Boer War in 1899, a number of the finest type of young Englishmen settled in the Pincher Creek district. They engaged in ranching on a small scale—a few head of cattle carried their individual brands and were turned loose on the range until the following semi-annual round-up. They then turned to polo, hunting and fishing and certainly enjoyed the life. Shortly after the war started, a few of them while in Macleod, after dining well, were credited with having cabled Paul Kruger cautioning him to go slowly or they would go over and make him "sit up". Shortly afterwards most

"FISHING IN LETHBRIDGE"



Back in the days when irrigation ditches were a part of the public utilities along Lethbridge streets about the beginning of the century, fishing was the small boy's sport and he didn't have to go far to do it. Here is "Robby" Macbeth with a string of fish caught in front of Dr. F. H. Mewburn's house in the 800-block on Third Avenue South.

of them with light hearts left our shores, as many others did during the World War, never to return. "DICKY BRIGHT'S FATHER WAS IMPRESSED"

One of those young men, Dicky Bright located miles away from any neighbor, on St. Mary River above the present town of Magrath. He too, at odd times, came to town and dined well. One day there stepped from the Macleod coach a Dr. Bright to visit Dicky. (It was only necessary to see Pollinger—"Polly"—on the box with his four horses sailing along the trail to visualize the coaching days in England immediately preceding the introduction of railway travel.) The story afterwards was that that companionable Irishman, "Curly" King was with Dicky on the arrival of his father, and that he rode out on the range and drove in some of Tom Brown's cattle, in order to impress the senior Bright with Dicky's prosperity. I question if such an incident happened, as those young men were not of the breed that misrepresent conditions to anyone. Probably what did occur was that Dicky's few head were with Brown's cattle, and in cutting them out "Curly" took along some of Brown's steers. Dr. Bright returned a few days afterwards quite pleased with his visit to his son's shack.

In the spring of 1907, I met in Cannes a prominent physician from London—a Dr. Bright, whom I failed to recognize as our Lethbridge visitor until he referred to Alberta. He told me that Dicky, on his return to England, had taken up the profession of his fathers. From another source, I learned that Dicky was a grandson of Dr. Bright, the discoverer of Bright's disease. Several years afterwards—in 1921—I heard that Dicky had passed away, having given a fine account of himself in his profession. With that English characteristic—an unwillingness to reveal anything of a personal character, all those fine young men lived among us in the west—always prepared to carry their share of the load, and left us as much strangers as the day they arrived. It is a very fine human quality but can carry too far for their own good, especially in our North American atmosphere.

THE BEGINNINGS OF IRRIGATION

I referred to the West remaining pretty much at a standstill for some years following the construction of the Canadian Pacific Railway across the plains in 1883. The few that were in the country were urging greater efforts in colonization as an agency to bring relief. In Southern Alberta the demand for irrigation was becoming insistent. A few individual settlers in the foothills had previously taken out short ditches for irrigating small acreages. In the early 1890's their demands were taking definite shape, especially by our municipal organizations. For instance, the town council of Lethbridge passed a resolution Mar. 30, 1892, in which "satisfaction and pleasure" were expressed over the application of the Alberta Railway and Coal Company to the Parliament of Canada for "power to use the St. Mary and Belly Rivers for irrigation purposes".

Mayor Bentley sent copies of this resolution, soliciting their support—to the Honorables J. J. C. Abbot, W. Laurier and Edgar Dewdney, also to Messrs. D. W. Davis, N. F. Davin and D. H. McDowall—the members of Parliament for the North West—which had elected its first representatives to the House of Commons in March, 1887. In 1893, Sir Alexander Galt secured a Charter in favor of the Alberta Irrigation Company.

The Calgary Irrigation Company—the moving spirit being William Pearce—likewise was incorporated in 1893, for the diversion of water

from the Elbow River, some considerable distance west of Calgary. Construction on this project seems to have been commenced during that summer and by the end of the year, seven miles of ditch and laterals had been completed. During the following two years, I understand an additional 20 miles were constructed.

The agitation for Government action had so advanced that an irrigation convention was convened in Calgary on March 8th and 9th, 1894. Amongst the matters discussed was the Irrigation Bill that had been submitted, by the Minister of the Interior, to the Parliament of Canada at its previous session and allowed to stand over for one year. The Bill, with amendments, became law a month or so later on. Various papers were presented at the Calgary meeting—one by myself—all with the same object, the awakening of a real interest in the development of Southern Alberta. PRIME MINISTER NOT MUCH INTERESTED

The convention brought into existence "The South Western Irrigation League" for promoting the interests of irrigation in Alberta and the adjoining provisional district of Assiniboia. Branch leagues were quickly established and a move on Ottawa was decided upon in May following. I was in the east at the time and requested by both Medicine Hat and Lethbridge to join the delegation on its arrival in Ottawa. Some eight or ten of us were presented by Honorable T. M. Daly, the Minister of the Interior, to Sir John Thompson, then Prime Minister. I believe A. J. Andrews of Winnipeg, was our chairman. Mayor Bentley of Lethbridge and Richard Pilling from the Cardston district were present. Our chairman briefly expressed his views on the benefits of irrigation and each in turn took the floor. I have no doubt that the repetition of the same idea, with our superficial knowledge of the subject, and an occasional enlargement as to what it would mean to Canada as a whole, was most tiring to Sir John. Anyway, I noticed his eyes closed and they remained so until Mr. Pilling's turn came, when Sir John seemed to realize that someone was talking with practical experience in irrigation, and he at once revived and attentively listened to everything Mr. Pilling said.

The Prime Minister's unconcern over a visit of a group coming such a distance was so unusual that I hoped he would not continue in that mood and dismiss us with something more than the usual formulae, "the Government will give the matter its careful consideration." However, I was mistaken, as those were his parting words. Nevertheless, consideration was given because it was not long after when the Government decided on a definite policy, namely, to determine by survey what irrigation projects were feasible and leave it to private enterprise to construct them.

In the following year, 1895, preliminary surveys were made by the Department of the Interior, under Mr. Dennis, which indicated the feasibility of diverting water from the St. Mary River, south-east of Cardston, towards Spring Coulee and also from the Bow River at the eastern boundary of Calgary to lands beyond. I should say that the Lethbridge Board of Trade had an engineer the year before secure pretty much the same information in respect to the St. Mary River diversion but in far less detail. Those Government surveys were of undoubted value in starting the two projects by the Galt and the Canadian Pacific Railway Company, as they substantially meant the endorsement of the Government of Canada.

Mormon Settlers Come to Alberta

SIGN CONTRACT WITH THE MORMON CHURCH

It is unnecessary to say more on this subject, as in my memorandum on Elliott T. Galt, I have referred to our efforts to get parties interested in irrigation through the sale of large areas of land at \$1.00 per acre, and how eventually it was undertaken through a contract, the terms of which were practically worked out finally with the heads of the Mormon Church late in 1897 and completed in July following. That contract meant that I had run my race in North West politics, as I was frankly told in the early part of that year that I could have the management of our irrigation enterprise, conditional on my not becoming a candidate in the forthcoming territorial elections that took place some months later on. And so, in order to engage in the growing of two blades of grass where one had grown before, I retired from a group of men, of whom I still have many pleasant memories. It is true on rare occasions, we had evidences of that apparent desire to engage in the grass withering business through effusions of "hot air"—a product to be found in all deliberative assemblies.

Immediately following the signing of the contract with the heads of the Mormon Church, George G. Anderson, a prominent irrigation engineer from Colorado, was in the field with his engineering parties, as our Consulting Chief Engineer. A small office staff was quickly brought together in the building now occupied by our successors. A close personal friend, the late Hugh Macbeth became our accountant. A few years afterwards, E. H. Wilson, holding a prominent position in our London offices, came to us and had much to do with the conduct of our work. Meanwhile, the late T. M. Evans, had been appointed Superintendent and was in charge of the operation of canals. Our official family was small, all keenly interested in the success of the new venture.

Water reached the Lethbridge plains late in 1900 and from then on settlers commenced to come to us from elsewhere than the irrigated States to the south. In March, 1901, I was exceedingly fortunate in securing W. H. Fairfield, then in Wyoming, to start a model farm for us

a few miles south-east of Lethbridge. Today, Dr. Fairfield—in charge of the Dominion Experimental station at Lethbridge—is one of the leading agriculturists in western Canada.

It is unnecessary to go into details of canal construction, which in accordance with the terms of the contract, new settlers were to be employed on the work; nor is it necessary to refer to our efforts in establishing settlers on land and in aiding those unaccustomed to irrigation in the use of water. It was a very busy time for all of us. I remember one day meeting the late Henry Tennant, Customs Officer at Coutts, on the street in Lethbridge. He referred to an amusing incident which had recently occurred when he was "passing" a number of settlers at his port of entry. It seems that one of them thought Mr. Tennant was a little too inquisitive and said, "if you are not careful, I will inform Magrath about you". We had our difficulties and our settlers frequently came to us with theirs. I believe I can say that not one of them ever left our office with his head lower than when he entered it, and so far as I can recollect, our employers never lost a penny through any temporary relief given to our people.

JOHN W. TAYLOR, OF THE MORMON CHURCH

My work brought me in contact, probably as early as 1891, with John W. Taylor, a prominent member of the Mormon Church, with headquarters in Salt Lake City. He was the son of a former President of that Church, who, I understand, had lived in eastern Canada at one time. In a letter from Mr. Taylor in June, 1892, he said, "I am for building up Alberta, I like the country—the Government and the people—and fancy I can see a great future for the north-west". He advocated a beet sugar factory and he talked Alberta in season and out of season in the south country. He was fearless and would tackle land development schemes which he was unable to carry through but his faith in Canada never wavered.

FIRST ATTEMPT AT GROWING SUGAR BEETS

In the spring of 1900, I had distributed fifty pounds of sugar beet seed amongst some of our settlers and in November of that year sent thir-

teen samples of beets from Magrath, Stirling and Lethbridge to the Utah Sugar Company at Lehi. The following letter from Mr. Cutler I consider may be regarded as the birth of the sugar beet industry in Alberta:

UTAH SUGAR COMPANY

General Manager's Office.

Levi, Utah, Nov. 16, 1900.

Mr. C. A. Magrath,
Lethbridge, Alberta, Canada.

Dear Sir:—The following is a statement of the polarization of the beets sent us, some of which arrived in rather poor condition being coated with a heavy mold, nevertheless the contents were not impaired as the tabulation will show, the most of them being wonderfully rich. The purity should not run lower than 80%, but where such purities go below 80% it simply proves that the beets have been dried en route.

No.	Avr. Wt.	Brix.	Sugar in juice	Sugar in beet	Purity
*1	10.2	21.6	18.3	17.2	84.3
2	10.2	23.2	19.2	18.1	82.8
3	12.6	22.0	19.1	18.0	79.6
4	14.3	25.1	22.4	21.1	89.2
5	14.4	21.6	18.3	17.2	84.7
6	13.2	19.9	16.1	15.1	80.9
7	22.0	23.0	16.2	15.	78.7
**1	4.8	26.3	22.6	21.2	82.1
2	12.4	27.0	15.5	14.6	74.9
3	6.0	28.2	23.7	22.3	84.0
4	12.5	27.0	21.9	20.6	81.1
5	14.6	28.3	22.6	21.3	79.3
***1	9.0	29.1	22.5	21.2	77.3

Very truly yours,

(Sgd.) THOMAS R. CUTLER,

Manager.

* Magrath

** Stirling

*** Lethbridge

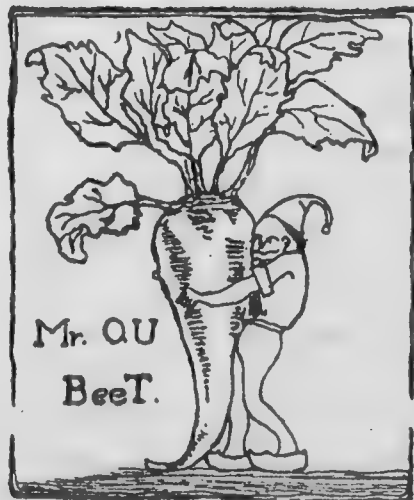
While in Salt Lake City in December, 1900, John W. Taylor put me in touch with some people willing to erect a sugar factory on our lands, provided they would be given a land subsidy to protect them against losses in their earlier years due to anticipated unfriendliness of the cane sugar interests, then in control of the western sugar market. I was, however, unable to make any headway with this proposal.

IN JUBILEE YEAR...

Deeds Speak Louder than Words

We pay respect to the pioneer people and the pioneer deeds of Southern Alberta.

We believe in Alberta resources, its climate, and its people.



Our investments are here. This year we have commenced another sugar factory, which will double the production of

PURE ALBERTA SUGAR

CANADIAN SUGAR FACTORIES LIMITED
 FACTORIES AT RAYMOND AND PICTURE BUTTE

Knights, Founders of Raymond

THE COMING OF RAYMOND AND WILLIAM KNIGHT

In January, 1901, two young men, Raymond and William Knight, came north from Utah and spent a short time looking over the country east of Cardston. I met them when passing through Lethbridge on their way home and decided to accompany them south as there seemed a possibility of disposing of some land when they met their father. I got off the train at Salt Lake City and they continued to Provo, returning the next morning with their father, Jesse Knight—a man for whom I afterwards learned to have the highest respect. Mr. Knight was very direct. I was asked to produce a map and the sons were called upon to show him the lands that they had examined, which happened to be a block of some 30,000 acres near Spring Coulee. He then asked them a few questions about the character of the land. Both agreed it was wonderful grass country, but the younger one feared there was something wrong, as he could not understand there being so much grass without cattle to eat it. Turning to me, he wanted our price and terms. I believe our figure was \$2.50 per acre and all I was expecting was the possibility of a sale of two sections, or 1280 acres. To my utter amazement, he said, "I will take the entire block", and I believe the whole transaction did not take half an hour. That property afterwards became the "K 2" Ranch.

Mr. Knight came up early in the following spring. I happened to meet him on the train in, I believe, April, and when we were in the neighborhood of the present town of Raymond, he said something about visualizing a fine settlement there and associated his son's name with it. On the 28th of May he called on me, and made a proposal to personally undertake the erection of a beet sugar factory, which was an amazing thing to come from a single individual. My President was not in Lethbridge at the time and I felt our English Directors would not regard the proposal seriously unless Mr. Knight put up a substantial deposit as a guarantee of good faith. To my request for \$50,000, he immediately complied. His proposal called for some amendments which were worked out by Elliott Galt and myself with Mr. Knight in Salt Lake City about the middle of June. It is true our company gave him very substantial land concessions. He undertook to plough during the autumn 3000 acres of our lands to be ready for new settlers in the coming season and the factory was to be completed in time for the manufacturing of sugar in the autumn of 1903, and it was.

Lieutenant Governor Forget at Regina to whom, at his request, I sent my file of papers on the second of October, 1903, showing the various steps in bringing about beet sugar culture in Southern Alberta, replied, "I have read the whole with much interest and I wonder more than ever at the spirit of enterprise displayed by the promoters—the Knights—in the establishment of such an industry in a new country, and I sincerely wish them every possible success." The Knight family, I fear, have met with the same unsatisfactory experience in that venture as many pioneers in industry before them.

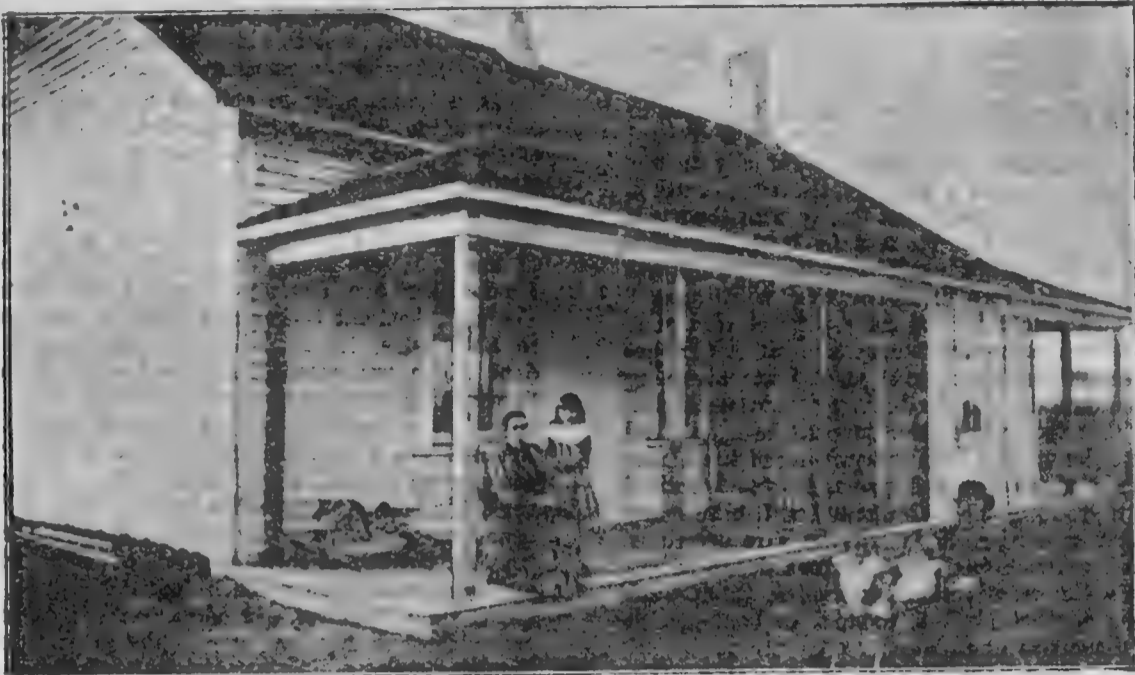
The history of that factory is well known. The settlers found it more profitable to grow grain during the War, hence the factory was closed and the machinery taken out and sold in Idaho. After the War, other Idaho interests returned and installed new machinery, enlarging the plant at the same time. The last step was its sale to the B.C. (cane) Sugar Company, which from its Vancouver property, had a large share of the north-western sugar market. The announcement within the last few weeks that that Company is to build another beet sugar factory a short distance north of Lethbridge, where it can draw beets from the Lethbridge Northern Irrigation system, as well as from the irrigated areas south and east of Lethbridge must be most gratifying to the people.

SOUTHERN ALBERTA OWES MUCH TO JESSE KNIGHT

My opinion is that Southern Alberta should never forget what it owes Jesse Knight, because I happen to know from actual efforts, how impossible it was to get capital interested in such an enterprise in a new and sparsely settled country like our north-west until Mr. Knight came along. I question if there would be a sugar beet grown in Alberta today if it were not for Jesse Knight and the good will that existed between his Church leaders and our Irrigation Company.

Mr. Knight was the most unusual man I ever met; a man of the finest integrity. I would describe him as the poor man's friend. He believed in visions, which I understand is a doctrine of the Mormon Church. He was a mining prospector in Utah and it has been stated that the mine which brought him very considerable wealth came to him through a vision; in effect, that if he had the courage to continue prospecting, he would be

FIRST RES'DENCE IN LETHBRIDGE



Here is the first residence in Lethbridge, that is the upper town, surveyed in 1885, built by the North Western Coal and Navigation company that year, for the company's accountant, H. P. Greenwood, who had come west

from Toronto two years previously and whose family had been living at Fort Macleod. The house was built on the corner of Fourth Avenue and Sixth Street South (Dufferin and Crabb) where the Hill block now stands.

rewarded but that he should use his wealth largely for the good of the people, which I believe he did.

The Raymond Sugar Factory was not built as a commercial enterprise so much as for the benefit of the settlers in the surrounding country. I am aware that on one occasion when coming up from the south, he got off at Stirling and while walking around the little settlement he saw some men engaged in drilling for water taking out their equipment. He asked if they had found water, and the reply was in the negative, when he wished to know why they were abandoning the hole. The answer was that they had fulfilled their contract with the North-West Government, and he thereupon undertook to pay them to drill another fifty feet. There are several such unusual acts that I could recite to the credit of Jesse Knight.

I recall an experience with him when on one occasion we happened to be on the same train coming north from Great Falls. It was a very hot and trying day as we travelled along at fifteen miles an hour through northern Montana. There were only half a dozen of us in the coach. Presently he came and asked me to join in a game of poker, which I refused to do as I did not play poker. He said, "We only intend to play for matches," so I went along with him. He had picked up two others who were apparently strangers to him, and I suppose we were playing for half an hour when he suddenly dropped his cards and left us without a word of explanation. One of the two wanted to know "what is wrong with the old man?" a question that neither of us could answer.

After a while I went back to him. "I know," he said to me, "my behaviour must seem very strange." He then went on to tell me an incident in his early life. His wife, to whom he paid a very fine tribute, had kept the little family of three children together. On returning home one evening from one of his prospecting trips in the mountains, his wife told him that her mother, who lived some distance from them, was ill, and that she wished to spend the night with her. As their youngest child was poorly, she had made him promise that he would remain at home.

The circumstances of that night impelled Mr. Knight to break away from some of his former habits and "from that day to this" he said, "I have never been in a saloon, have never played a game of cards, and have never had a drink of intoxicants." He continued, "I suddenly felt the urge coming on when with the three of you and decided to quit immediately."

AN ATTEMPT TO START THE FLAX INDUSTRY

At the instance of Mr. Brandley, Stirling, who originally came from Switzerland, we were encouraged to look into the possibility of developing the flax industry, anticipating eventually its leading to the manufacture of linen. We quite appreciated that the chances of success were very much against us. I took the matter up in 1894 and tried to get say three settlers familiar with flax growing from Switzerland and see if anything could be accomplished. I failed, however, to make a connection that would enable us to reach any families willing to come to Canada, and through press of other work it was dropped. My understanding was that the water in the north of Ireland, in the treatment of flax, has much to do with the success of the industry there. I had samples of Belly River water as well as water from the two linen districts in Ireland analyzed. The comparison was very satisfactory.

While I have never lost my keen interest in the west, my part in the development of Southern Alberta practically ceased when I retired from the Alberta Railway and Irrigation Company in December, 1906. It is true I had the honour of representing the Medicine Hat constituency, covering a very large portion of Southern Alberta, in the House of Commons during that short parliament of three years, ending in 1911. I discovered that there were no acclamations in party politics; no possibility of a reasonably solid support of the people in any public movement, as there was in the non-political party atmosphere of our old Territorial Assembly. However, I look back with some satisfaction to my short service at Ottawa. I am not clear that it is a matter of congratulation to be able to say that so far as I can recollect, I was never heckled on the platform.

LOOKED AFTER DISTRIBUTION OF LETHBRIDGE COAL

Before leaving the past I would like to add that in that period of stress and trial to which I have referred, I took charge of our Company's coal agencies for about five years, commencing in the autumn of 1892. My work covered the territory from Brandon to Calgary. It meant my moving freely among those agencies from late in the autumn until the end of the following February. As a result I knew every town and hamlet on the main line of the Canadian Pacific Railway between the points named, and also on the branch line from Brandon southeastward to Estevan. My summers were largely spent in moving amongst the settlers scattered over Southern Alberta.

I believe few have had the same contact with our western pioneers on the land and in the hamlets as myself. It was amazing the confidence and courage of most of them, especially the women, and that led me to the belief that colonization is the woman's problem. If the woman weakens the struggle will be short. Hence I say, seek the families with the woman who has some ambition for her children; no matter how poor she and her husband may be, there are always some evidences in the shack to indicate her type.

AN EXPERIENCE WITH A NEWSPAPER

In travelling about the west I met the late J. J. Young, who for a time had been (about 1891) with the Regina Leader under that brilliant Irishman, Nicholas Flood Davin. Later on Mr. Young was editor of the Moosomin Spectator. He suggested we should buy the Calgary Herald, which had ceased publication. While we had little or no money, we had that valuable western asset, which is still there—confidence in ourselves, and we completed the purchase on November 19, 1894. I was at liberty to join him in its management or remain with my work at Lethbridge. I hope the present proprietors of the Herald will not feel offended when I say there was a period in its history when it had difficulty in supporting one partner, let alone two. Hence I kept out of the newspaper business.

Mr. Young was struggling along for about a month when he evidently thought it a good policy to bait the C.P.R. which in those days was taking about 75 per cent of our coal production. I did not like the idea of an occasional leader of that character with "Young and Magrath, Proprietors" above it. Furthermore I knew something of that Company's early troubles and I had confidence in their officers. In other words I was not in sympathy with my associate. However, I

A Vision of the West's Future

never raised any question of that kind with him as the function of a newspaper is to serve all the people, though I sometimes wonder if that liability does not occasionally suffer through over-zealous political partisanship.

My partnership with Mr. Young came to an end on the 14th February, or two months after we commenced business, though my responsibility did not cease until the chattel mortgage which I now held was paid off on October 7, 1897. Subsequent events indicate that the Calgary Herald at least got a good start, as it has been going strong ever since.

VIEWS ABOUT FUTURE OF THE PRAIRIES

So much for the past, and what of the future? During my active days in the west the theory was that in partially arid territory there was only sufficient water to irrigate fifteen per cent of the total area. To what extent that theory has since changed, I do not know, but I imagine it still holds good. That led myself and doubtless others to advocate the distribution of much of the water, that flows out from the Rocky Mountains and wastes into Hudson Bay, over the plains as far as practicable through a net work of channels for transforming dry lake beds into reservoirs. The practicability of such a vast scheme could not be determined without extensive surveys and the necessity of them was brought to the attention of the government. It is true that surveys were being carried on but nothing really constructive along the lines suggested was attempted. I am not criticizing anyone; the country was plunging ahead and our overworked Governments had difficulty in keeping even with the day to day problems that confronted them.

Then the Great War came along and we started out to "save the world for democracy". I was as keen about it as anyone else, yet after all that hideous slaughter, it seems as if there are some nations today who are looking for what they consider RIGHT by the exercise of MIGHT. However, as probably ninety per cent. of humanity craves peace, and with the strenuous efforts that are being put forth to avoid further warfare, I have faith in their ability to succeed.

Meanwhile all countries with their unemployed and other problems are trying to put their respective houses in order, and as for Can-

ada's varied national problems, none in my opinion is more complex than the care of our scattered settlements, especially those on our great western plains. That great area cannot be allowed to go back to a state of nature. The problem has at last forced itself upon us, and it is gratifying that it is receiving the serious attention of competent men. I remember a few of our early cattle ranchers used to talk about our destroying Southern Alberta for that which it was best suited, namely, grazing, and they seemed quite conscientious about it, overlooking the fact that cattle can only graze a few miles back from water. While vast herds of buffalo fed on those plains, they were not a fixture there; they possibly would have been if a good share of those waters passing northeastward had been moderately distributed over their feeding grounds.

Sometimes I am led to say that the Englishman lives and acts more in conformity with the laws of nature than any other people. He does not attempt to convert the boy into man over night. After all, can we improve on the laws of nature? What I wish to emphasize is that we should take a long range view of our major problems for making the most of our natural resources. Fifty years is nothing in the life of a country, and a well planned programme for their development, extending over some such period, would be one of the best investments Canada could make. I am aware it will call for the use of much money, and that today the expenditures of our various governments are in excess of their revenues, but the ship is righting itself, and the working out of the plan may take fully two or three years.

PRESERVATION OF THE FOREST AREAS

One of those problems is the preservation of our forest areas. Our provinces with their limited means are trying to cope with it, yet annually millions of dollars of damage is taking place through forest fires. It is pathetic to see the effect of these fires, especially in our mountain areas. The Canadian of today apparently does not visualize our timbered areas of yesterday, otherwise he would awaken to what is really happening in this splendid country.

The truth is we have a country too large for our present population. We need more people, but

because of the unfortunate condition of many of our people and our agricultural producers, we must not think of giving any serious consideration to that very important problem today. The industrial side of western development, entirely overlooked in the past, is an important part of the problem. I am pleased to note that Brigadier General Hornby of Lethbridge is persistently calling attention to the land settlement end of western needs. I have no desire to fill Canada with people, but I hold we need at least five million more for a proper foundation stock to take care of this country. I use that figure because our neighbours were not properly in control of their country until they had fifteen to twenty million people. We should not leave everything to overworked governments. Why should we not, as a people, do some thinking ourselves on these major problems? I appreciate it is not going to be an easy matter to work out some plan for bringing our population up to a figure that we consider we should have in our own interests. And it is not fair to expect a dozen of cabinet ministers to increase their responsibilities in these times. Cannot some other agency be brought into such work? Great Britain has a surplus population which she has to support. It surely must be possible to work out some plan in a broad and generous way by which advantages will flow to both countries by a transference of some of that country's population suitable for settlement to Canada. This country as well as the other overseas members of the British Commonwealth would have larger populations today had British statesmen in the past possessed more imagination. There was a fairly constant flow of people from those two islands in the North Sea, and governments were so indifferent as to their destination that they would not attempt to influence them in going to what were then known as "the colonies". In 1881 our Canadian High Commissioner in London—Sir Alexander Galt—brought it to the notice of the public in a striking way. It would have been better for all of the Overseas Dominions today had some attention been given by London to his efforts at that time. This, however, is not intended as a criticism of the English character. They are a great people, and are giving fine evidence of it in these difficult times.

Campbell, Wilson & Horne Limited WHOLESALE GROCERS

CALGARY EDMONTON LETHBRIDGE RED DEER GRANDE PRAIRIE PEACE RIVER

We are glad to have this opportunity to congratulate the City and the Citizens of Lethbridge on the attainment of its Fiftieth Anniversary. And our gratitude goes out to the Pioneers in admiration of their spirit of adventure, courage and sacrifice. We sincerely trust that the town and district will continue to progress along sound and sane lines on the sure foundations laid by the early citizens of the community.

This branch was established in 1897 and taken over by Campbell, Wilson & Horne, Ltd., 1910, being the second of the six houses operated by this firm in Alberta. This branch has enjoyed the confidence and patronage of the merchants in Southern Alberta, from the foothills in the west to the Saskatchewan boundary, as a consequence of its unfailing reliability.

This was aptly expressed in the recent words of our president, Mr. R. R. Wilson, of Winnipeg:

"As I pause to reflect on the achievements of the institution to which it has been my good fortune to devote so many years of my life, there is only one thought that rises paramount above all else—and when I express it I have revealed the primary motive that has inspired our progress through 50 years of continuous service—just plain RELIABILITY!

"Our faith in the future must continue to rest on the conviction that honest values, fair prices, equitable treatment, good service and plain reliability will bring a reward that nothing else can produce."

F. HORNE, Manager

LETHBRIDGE

The "Eighty-Fivers"

SHORT SKETCHES OF MEN AND WOMEN WHO, IN 1885 AND PRIOR THERETO, BRAVED THE HARDSHIPS OF INDIAN COUNTRY TO LAY FOUNDATIONS OF LETHBRIDGE

Herewith the Herald presents short sketches of the men and women who came to Lethbridge from 1832 to 1835 and established the foundations of Lethbridge. With the help of a number of interested Old Timers we have been able to secure sketches of the majority of them. We fear, however, that some have been overlooked. In those days when some of the families then represented are widely scattered it has been impossible to do justice to some of the subjects. We ask your forbearance in the case of any shortcomings.

THE STAFFORD FAMILY

William Stafford was the first mine superintendent for the North Western Coal and Navigation Company. He opened the drift mines at the river bottom and No. 1, 2 and 3 shafts of the Galt Mines. He was born at Patna, Ayrshire, Scotland, in 1842. He married Jane Gibb who was born in Auchinleck, Ayrshire, Scotland. The family moved to Westville, Nova Scotia, in 1864, where they resided until in 1892. William Stafford was engaged by Sir Alexander Galt to come West as the first manager and superintendent of the North Western Coal and Navigation Company. Mr. Stafford arrived in "the site of Coal Banks" in 1892, where work began tunnelling directly into the face of the seam on the river banks at a point where the C.P.R. viaduct now stands. This was the beginning of the Galt Coal Co. After Mr. Stafford's resignation from the company, he went into cattle ranching, was an extensive real estate owner, and at the time of his death was operating a private mine north of the city near Carmangay. Mr. Stafford was the first chairman of the School Board in Lethbridge, 1886, and was also one of the first managers of First Presbyterian Church 1885. He died on May 12, 1907.

Tribute by Rev. John McLean
"William Stafford was a man of brains and energy, cool, clear-headed, and sympathetic. He never had an accident from fire damp in any mine he had charge of, and was so careful of the lives and welfare of the miners and their families that he erected a powder magazine a mile from the mine and worked there several times daily for the necessary 'charge', never entrusting that bit of work to anyone lest there might be a mishap and an explosion."

Mrs. Wm. Stafford, and family came west and joined Mr. Stafford in the year 1893. A home was built at "Coal Banks" for the family, where they resided until the year 1898, moving to the large house north of the traffic bridge known as the Stafford ranch. After the death of Mr. Stafford in 1907, the family moved to the city where Mrs. Stafford died March 24, 1925.

Tribute by Mrs. Charles McKillop

"Mrs. Stafford was one of the grandest women. She left Nova Scotia where she and her family enjoyed the best of social, educational, medical and religious privileges, for the call of the West. From the time of her coming, she interested herself in Western conditions and her home was always open and a welcome awaited all. She was a great spirit, a friend to all and her name is a household word in the homes of all old-timers, and when she passed to her reward, she was mourned by all."

The members of the Stafford family, living are:

Wm. Stafford, Jr., residing in Vancouver.

R. H. Stafford, residing in Vancouver.

David Stafford, residing at Headquarters in B.C.

Mrs. H. E. Kelley, residing in Calgary.

J. W. Stafford, residing in Edmonton.

Charles Stafford, residing in Lethbridge.

Mrs. N. B. Peat, residing in Lethbridge.

Wm. Stafford Jr., accompanied his father to "Coal Banks" in 1892. He married Marion Ash, who died at an early age. Mrs. Ben Russell of Vancouver, is a daughter. After leaving the North West Coal and Navigation Company, he went into cattle ranching. He is now retired and living in Vancouver.

Henry Stafford died three weeks after the arrival of the family from Nova Scotia. His grave is on the river bottom. A headstone of national note was cut and erected

Roll Call of Lethbridge Old-Timers

About ten years ago the Herald published a special edition on the occasion of Lethbridge's 20th birthday as a city. On that occasion there were gathered together by the Old-Timers' Association an invaluable collection of photographs. These appeared in that edition. Despite the fact that many of the founders and builders of Lethbridge represented have gone to their reward, we are herewith publishing them once more, as they represent so many of the "first families" that our Jubilee Edition would not be complete without them.



1, Andrew Kerr; 2, Al. Whitney; 3, Pat Egan; 4, Jos. Gillespie; 5, Tom Lewis; 6, H. Hutchinson; 7, C. Lowther; 8, John Pimm; 9, Murdoch MacKenzie; 10, F. Hopkins; 11, Jas. Ritchie;

12, Mal. MacKenzie; 13, George Houk; 14, Jas. Ashcroft; 15, Joe Tennant; 16, R. Wilson; 17, Steamboat Bill; 18, M. MacLean; 19, H. Tennant; 20, Sam Jones; 21, R. Naismith; 22, Scotty Ross; 23, Joe Healey; 24, Joe Fong.



25, Thos. MacPherson; 26, Mrs. MacPherson; 27, Job Reed; 28, Mrs. Reed; 29, Ed. Dawson; 30, Mrs. Dawson; 31, John Craig; 32, Mrs. Craig; 33, Geo. Russell; 34, Mrs. Russell; 35, Robt.

Scott; 36, Mrs. Scott; 37, Ed. MacKenzie; 38, Mrs. MacKenzie; 39, Thos. Niven; 40, Mrs. Niven; 41, Alex. Munroe; 42, Mrs. Munroe; 43, Fred Bennett; 44, Mrs. Bennett; 45, F. W. Downer; 46, Mrs. Downer; 47, Wm. Lamb; 48, Mrs. Neidig.

by Mrs. Stafford's brother, David girl. She married A. M. Ross moving to Juneau, Alaska, as pioneers, later residing in Seattle, Wash., where she died February 26, 1925.

John Stafford married Mary McKay. He was employed with the North West Coal and Navigation Company and was a member of the first Lethbridge Colliery Bank. He died August 11, 1917.

Agnes Stafford was a popular

girl. She married A. M. Ross moving to Juneau, Alaska, as pioneers, later residing in Seattle, Wash., where she died February 26, 1925.

Richard Stafford was employed by the North West Coal and Navigation Company, later resigning. He went to the Yukon during the early gold rush. He is now retired and living in Vancouver.

A. B. Stafford married Mary Donald McIntyre. He was an employee in C. F. Conybeare's office. He later resigned and went to the Yukon in the early gold rush of '98. When he returned he went into the hardware business. In 1915, he enlisted in the Great War and was promoted Major in February, 1916, and went overseas in command of

the 39th Battery, being killed in action June 17, 1917.

George Stafford married Catherine Gold. He was an employee of the first electric light concern in Lethbridge and is now the engineer at the Lethbridge Laundry.

David Stafford married Janet Dunlop of Nova Scotia. He served (Continued on Page 16.)



AN APPEAL TO ALL CANADIANS

FOR the past two years, Canada has been steadily advancing along the road to recovery. The wheels of industry have been turning with steadily-increasing speed, and unemployment has been consistently diminishing. We are well on our way towards still more prosperous days.

At this time, particularly, the Department of Trade and Commerce appeals to the citizens of Canada to give preference, in their purchasing, to goods of Canadian origin. Every dollar expended upon merchandise manufactured in the Dominion increases the purchasing power of the people as a whole; aids the national endeavor to restore more prosperous conditions throughout the land; and assists in the development of the marshalled resources of Canada. Not only as a matter of patriotism, but even as a matter of self-interest, Canadians should buy, whenever possible, goods produced of Canadian materials by Canadian labor.

Under the impetus of the upward trend, industry in Canada is producing quality merchandise in greater measure and wider range than ever before. The primary market for such commodities lies within the confines of Canada itself. By exercising due care and discrimination in buying, Canadian men and women can directly benefit their fellow citizens. It is the privilege of all to know the origin of the goods they buy—it is the privilege of all to demand that such goods be produced under fair and equitable labor conditions. If the people of the Dominion will support, wherever possible, home-products and domestic manufactured goods in this way, the ultimate prosperity of Canada and of her people is assured.

Department of Trade and Commerce

OTTAWA CANADA

HONOURABLE R. B. HANSON, K.C., M.P.,
Minister.

JAMES C. PARMELEE,
Deputy Minister.

The "Eighty-Fivers"

(Continued from Page 14.)

his apprenticeship with the A. R. and I. He is now master mechanic for a large corporation at Headquarters, B.O.

Jean Stafford, now Mrs. H. E. Kelley. She was only two years old when the family arrived in Lethbridge. She grew up a typical Western girl, taking an active part in the community life and contributing her share especially along musical lines. She has the distinction of being the oldest surviving old-timer amongst the Lethbridge women.

J. W. Stafford married Catherine Robertson. He entered the Civil Service in the Dominion Lands Office branch, served in Lethbridge and Ottawa, and now is in charge of the Provincial Land Department, Edmonton.

Henrietta Stafford was the first white child born in "Coal Banks", October 31, 1884. She died at the age of seven.

Elliott Stafford worked for many years as civil engineer with the C.P.R. He died January 21, 1919.

Annie Stafford is a native daughter. She was educated in Lethbridge and married Norman B. Peat. She is still a resident of the city.

THE GALT

The Galts can be called Lethbridge's "first family" for had they not decided to operate the coal field discovered here in 1870 by Nick Sheran. Lethbridge might never have been. While the father Sir Alexander Galt, was not intimately connected with the actual operations and development of the mines and the city, it was his connection with the monied families in London, where he was Canadian High Commissioner, that enabled the capital to be raised for the development of the mines. The actual work in the field was left to his son, Elliott Torrance Galt, who lived in Lethbridge almost continuously from about 1884 to 1906. The history of the Galt family is covered fully in other articles in this edition.

THE SHERANS

Nicholas "Nick" Sheran is mentioned elsewhere in this Jubilee edition and rightly so, for he it was who opened the first coal mine at Lethbridge starting the development that culminated in the founding of the city. He was an Irish-American who drifted west to Fort Benton and from there into British territory. That was in 1870. He really was in search of gold but spotting coal outcrops along the river followed up his discovery by opening up a mine, hauling the output by bullteam to Fort Benton and Fort Macleod. Sheran was drowned in the Oldman river while escorting a detail of police across the stream. His sister, Marcella, was the first white woman married in Southern Alberta, the marriage taking place in 1877 at Fort Whoop-up.

THE

CAPT NICHOLAS BRYANTS

Capt. Nicholas Bryant and Mrs. Bryant, together with their nephew, Britton Stevens, came to Coalbanks in 1882 with William Stafford, who was doing the development work on the Galt Collieries for the Galts. Capt. Bryant was mine manager, having held a similar position in the Nova Scotia fields for some 12 years before coming here. Mrs. Bryant was at that time one of the four white women living in the new coal camp which became Lethbridge in 1885 Mrs. Hodder, before her marriage, arriving during 1883, and making the fifth. The nephew, Britton Stevens, lies buried at the River Bottom in the same plot with a son of Mr. and Mrs. William Stafford. The two young men caught heavy colds on a riverboat trip to Medicine, contracted typhoid fever and succumbed within a week. Britton was about 25 years of age.

THE CAPT. JOHN BRYANTS

Brother of Capt. and Mrs. Nicholas Bryant, Capt. John Bryant was running cattle in the country around Coalbanks about 1883. He was married. So far as known their ranch home was not at Coalbanks. Afterwards the whole fam-

ily, Capt. Nicholas Bryant and Capt. John Bryant, went back to their old home at St. Agnes, Cornwall, England.

The Bryants were related to J. T. Wellington, well-known Lethbridge decorator.

THE WHITNEY FAMILIES

There are some families to whose lot it falls to play a large part in the development of a new district in a new country, and the Whitney families who have long been active in agricultural pursuits in the Lethbridge district. Back in 1877, W. D. "Curley" Whitney, then a young man in the Kingston, Ont., district enlisted with the North West Mounted Police for a three-year term. He retired from the Police service in 1880, and took up ranching and allied pursuits. His departure from Kingston district nearly 60 years ago on such a romantic mission fired the imagination of his younger brothers, and when he left the Police his brother Albert came West in 1881, David J., Robert and Walter in 1888. Robert

was killed in a runaway in 1886 shortly after he returned from serving in the transport service in the Rebellion, but the other brothers for fifty years have carried on in the development of South Alberta. "Curley" passing away only a couple of years ago. The brothers ranched in various parts of the south country, Curley being the first to start ranching, along with Jim Daly, along Daly Creek west of Granum. Dave Whitney and his life partner, are now farming on the southern border of the city where they have established a lovely home surrounded by trees. A. J. is farming on the Lethbridge Northern and Walter at Bow Island. A more complete story of their ranching activities in the early days will be found in the story of ranching in another part of this edition.

THE WM. HENDERSON FAMILY

William Henderson was truly a builder of Lethbridge. Born in Scotland, he came to Kingston, Ont., from which district so many

people came to Lethbridge district in those days of the early eighties when this city was being established. He was a building contractor, as had been his father before him, and had followed building along the Canadian Pacific as steel was being pushed westward. On his arrival in Lethbridge he commenced building, the Lethbridge Hotel, which he built and operated from then till his death in 1909, being one of his most ambitious ventures. About the end of the century, Fred W. Downer came from Montana, and was associated with Mr. Henderson in the hotel business, the partnership at one time owning most of the hotels in the city. Mr. Henderson married in 1887, Miss Margaret Thomson, who had come to Lethbridge from Leith, Scotland, and most of the members of the family are still residing in Lethbridge and district. Elected Mayor in 1908, Mr. Henderson continued in that capacity until late in 1909 when he passed away at the age of 52.

THE KIRKHAM

Thomas Fraser Kirkham married Martha Lougheed in Winnipeg, Mach 2, 1881. Both came by boat up the Red River some years earlier. Arrived in Lethbridge July 1885. Employed by H. Botterill. Soon established his own hardware store and tinsmith business. First business premises on Third Avenue S., present site of Garden Hotel. Hobby, thoroughbred stock, cattle, horses, dogs, chickens. His horses and dogs were well known throughout Southern Alberta. Bought first irrigated land sold in 10 mile radius of Lethbridge. Original member of Board of Trade and Civic committee, served two terms on School Board. Mrs. Kirkham prominent in work of Presbyterian church. Three sons Thomas Earle, born in Winnipeg. James Stanley and Norman Philip, born in Lethbridge. Mr. Kirkham died June, 1905. Mrs. Kirkham died November, 1926. Earle (weights and measures inspector) died April, 1931. Norman served Lieutenant with 16th Canadian

ROLL CALL OF LETHBRIDGE OLD-TIMERS



49, W. O. Hutton; 50, Mrs. Hutton; 51, Thos. Nolan; 52, Mrs. Nolan; 53, Howell Harris; 54, Mrs. Harris; 55, R. W. Watson; 56, Mrs. Watson; 57, A. B. Pipes; 58, Mrs. Pipes; 59, Ben Whit-

ney; 60, Mrs. B. Whitney; 61, Robt. O'Hagan; 62, Mrs. O'Hagan; 63, Owen Delay; 64, Mrs. Delay; 65, Robt. Nimmons; 66, Mrs. Nimmons; 67, Andrew Neidig; 68, Mrs. Neidig; 69, D. J. Whitney; 70, Mrs. Whitney; 71, Jas. Perry; 72, Mrs. Perry.



73, C. A. Magrath; 74, H. Bentley; 75, Sen. L. G. DeVeber; 76, Mrs. DeVeber; 77, J. H. Cavanah; 78, Mrs. Cavanah; 79, Thos. McNabb, Sr.; 80, Mrs. McNabb, Sr.; 81, Rev. O. McKillop; 82, Mrs. Chas. McKillop; 83, T. F. Kirkham; 84, Mrs. T. F. Kirkham;

85, Dr. C. F. P. Conybeare; 86, Mrs. C. F. P. Conybeare; 87, J. D. Higinbotham; 88, Mrs. J. D. Higinbotham; 89, Wm. Stafford, Sr.; 90, Mrs. Wm. Stafford, Sr.; 91, W. Henderson, Sr.; 92, Mrs. Wm. Henderson, Sr.; 93, Robt. Niven, Sr.; 94, Mrs. Robt. Niven, Sr.; 95, Wm. Morris; 96, Mrs. Wm. Morris.

The "Eighty-Fivers"

Scottish, wounded at Vimy, married Marion Raymond, three children, still living in Lethbridge. James Stanley, married Jessie F. Walton, six children. J. S. Kirkham (Mrs. Iama Peach), Barrister-at-Law, Vice chairman Lethbridge School Board, Chairman of Jubilee Committee.

THE JAMES PERRY FAMILY

The James Perrys were among the earliest Lethbridge settlers. James Perry came to South Alberta in 1883 with 30 men from Pittsburgh, Pa., to work in the Lethbridge Colliery then developing at Coalbanks. The father, who had been born in Staffordshire, England, left for the Old Country to bring back his family, and they arrived with him on the second train to reach Lethbridge in September, 1885. His son, James Perry, continued with the company's railway department until the C. P. R. purchased the Galt properties in 1911, and then was an engineer with the C.P.R. until his retirement only a few months ago. He lives in North Lethbridge and operates a ranch on the river north of Grassy Lake. A brother of James Perry, Jr., resides at Taber. Another brother is Samuel, and Alice, a daughter, is Mrs. Stockdale, living in North Lethbridge.

NOORMAN T. MACLEOD FAMILY

Norman T. Macleod, born in Oakridge, Ont., in 1863, came to Fort Macleod in 1880, five years before Lethbridge was named. Col. Macleod, who was first commissioner of the North West Mounted Police, and who had established Fort Macleod in 1874 after the long trek of the Police "Originals" was Mr. Macleod's uncle. When he arrived in the frontier fort town, he was engaged with the I. G. Baker Company, an American trading and ranching concern which brought in large consignments of goods via Fort Benton, Mont., taking out buffalo hides and other furs in return. Mr. Macleod's father came from the east and for a time was in general charge of Indian Reserves in South Alberta.

In 1885 the I. G. Baker Co. built a store in Lethbridge opposite the depot established by the North Western Coal and Navigation Co., and Mr. Macleod came as manager, holding that position until the company sold out to the Hudson's Bay Co. in 1891. Mr. Macleod continued with the Hudson's Bay Co. here until 1898, when he was transferred to the Nelson, B.C., store where he remained until 1903. For a time thereafter he resided at Cowley, later returning to Lethbridge where he opened a realty office in partnership with M. Freeman. Later Mr. Macleod became secretary of the South Alberta Sheep Breeders, Ltd., a co-operative association of range sheepmen, which position he still holds.

In 1902 he married Miss Margaret Freeman. Two sons, Norman Jr., living in Fort William, and Dennis living in Lethbridge, and two daughters, Mrs. T. H. McCready and Mrs. W. E. Everson, both of Lethbridge were born of the marriage. Mr. and Mrs. Macleod reside on 14th Street S., still taking an active part in the life of the city. Mr. Macleod is still an ardent golfer and curler despite his 72 years.

THE C. F. P. CONYBEARES

Charles Frederick Pringle Conybeare, first Lethbridge barrister, came to Lethbridge in December, 1885, after being called to the bar in Manitoba in June of the same year. He was born in Middlesex, Eng., his father having been a civil engineer and his mother the daughter of General Moore of the British army. In 1888 he was appointed crown prosecutor, and in 1894, he was appointed Queen's Counsellor. In 1888 he had formed a partnership with W. I. Gallier, afterwards Mr. Justice Gallier of the Supreme Court of British Columbia. Later the firm became Conybeare and Ives, then Conybeare and Jones, and later Conybeare, Church, McArthur and Davidson, becoming Conybeare and Davidson prior to his death, which firm name Mr. Davidson still carries on.

When Lethbridge was formed in 1891, Mr. Conybeare was named

ROLL CALL OF LETHBRIDGE OLD-TIMERS



97, W. D. L. Hardie; 98, P. L. Naismith; 99, Jas. McCaig; 100, Robt. Sage; 101, Hugh MacBeth; 102, E. T. St. Saunders; 103, E. Adams; 104, M. Freeman; 105, C. B. Bowman; 106, G. W. Robinson; 107, Dr. W. S. Galbraith; 108, E. N. Barker; 109, G. H.

Johnson; 110, D. W. Davis; 111, M. Barford; 112, Justice W. A. Gallier; 113, Wm. Hardy; 114, A. E. Humphries; 115, Dr. A. M. Lafferty; 116, Fritz Sick; 117, G. S. Munroe; 118, Geo. Alexander; 119, Wm. Paris; 120, Frank Locker.

first corporation solicitor, a post which he held for about 20 years. Early in the city's life he was elected to the public school board and was chairman of the board from 1890 to 1893. He was a Benchor of the Law Society of the North West Territories, and became a Benchor of the Law Society of Alberta when it was formed in 1907, continuing in that post till his death. He was a D.C.L. of Bishop's College, Lennoxville, Que., and a D.C.L. and eundem gradum of Alberta University.

On June 4, 1890, Mr. Conybeare married Miss Letitia Ida Atwood, daughter of Lieut.-Col. Hinde Atwood of Neepawa, Man., and the children born were Ethel, now Mrs. Brander, Maud Elaine, now Mrs. Fisher, and Bruce.

The late Dr. Conybeare was a lover of poetry, and wrote a number of long poems, a number of them based on Indian legends. He loved his home "Riverview", overlooking the Oldman River, and his grounds were one of the city's beauty spots.

Mrs. Conybeare has been residing in Victoria for the past year.

ROBERT RIPLEY FAMILY

A prominent early family and one still active in the community was the Ripley family. Robert Ripley was a native of Nova Scotia and came to Lethbridge in the fall of 1885. He worked for the North West Coal and Navigation Company driving team between Lethbridge and Macleod, thence west to Pine Coulee where the timber was taken out for the old sawmill. He was later weighman for the company at the top of the in-

cline railway succeeding H. Macbeth. In 1888 he returned to Nova Scotia returning with his family. They arrived Easter Monday, 1889. He worked for the company and also was homestead inspector. There were five in the family: William H. Ripley, Angus B., deceased, Blair in Toronto, and L. S. Ripley of Rolla, B.C., and Major Alvin Ripley, killed overseas. Mrs. Ripley died in 1919. Mr. Ripley was a member of the city council and his son, W. H. Ripley, recently served on the city council. Robert Ripley planted many of the trees around Galt Square.

THE L. G. DEVEBER FAMILY

Though not a resident of Lethbridge in 1885 at the time the town was founded, Dr. L. G. DeVeber was so closely connected with the medical and political life of the city and district that he is here included. Dr. DeVeber was a descendant of one of the British army generals in the American Revolutionary war. The family located in New Brunswick after the war. Dr. Leverett George DeVeber was born in New Brunswick, studied medicine in Harvard and England, graduated in 1870, joined the Mounted Police as staff surgeon, later entering private practice at Macleod, continuing until 1890, when he moved to Lethbridge and set up practice, later taking Dr. P. M. Campbell, dean of Lethbridge medical men today, into the firm. He was elected to the North West Territories legislature at Regina in 1893, and was chosen for Lethbridge in the first provincial election in November, 1905, becoming a member of the

Rutherford cabinet without portfolio. He was appointed to the Senate in 1906, serving till his death about ten years ago. He was for many years Medical Health Officer of Lethbridge. He married in Macleod Miss Rachael Ann Ryan, daughter of a British Army officer who, after serving through the Indian Mutiny, moved to Melbourne, Australia, where Mrs. DeVeber was born. Mrs. DeVeber is still living in Ottawa, and has evinced a lively interest in the Jubilee this year.

THE OWEN DELAYS

Owen Delay was born in Ireland. He came to Lethbridge with the construction gang that built the telegraph line here in 1885. He was the stable boss for the No. 1, No. 3 and No. 6 mines. He lived for many years north and east of the present C.P.R. roundhouse. He passed away in 1929. Mrs. Delay, who came to Lethbridge in 1906, resides on 13th Street South.

JACK HENDERSON

Jack Henderson was an early day carpenter and worked on the construction of the Lethbridge hotel. He married Miss Maggie Scott. The children are Mary Douglas, William and Walter. He was a brother of William Henderson, pioneer contractor and owner of the Lethbridge Hotel.

BEN BURRILL

Ben Burrill came through Lethbridge on the construction of the telegraph line to Lethbridge and Macleod in 1885. He married Miss Maggie McNulty and worked on the North West Coal and Navigation railway between Lethbridge and Great Falls. It was a narrow gauge railway at the time. He was later employed with the C.P.R. and is now retired.

THOMAS McNABB FAMILY

Thomas McNabb was the first master mechanic for the North West Coal and Navigation Company. He married Miss Little and the children are George, Dave, Alta (Mrs. Frank Wallace of Vancouver), Cliff, Tom, Frank and Mrs. Keenan. Mr. McNabb ranches for a number of years near Nolan's Ferry. He was at one time president of the Old Timers' association. He lived just north and west of the present C.P.R. roundhouse. George McNabb came here with his father in 1885, also Dave, a C.P.R. engineer. The McNabbs came here from Kingston, Ont.

Thomas McNabb was one of the men who early in the town's history helped establish the first civic government. He was elected to the council in 1892 and 1893, and was a mayor of the town in 1894.

(Continued on Page 18.)

Greetings
... and ...
Congratulations
from the city's pioneer barbers and permanent waving to the
CITIZENS OF LETHBRIDGE
Our service has been growing with the city for 25 years.
Westbrook Bros.

Congratulations
to the
City of Lethbridge
on this happy
Jubilee Occasion

We hope to hold the goodwill of our citizens that we have gained by our service.

The Stacey Lumber Co.
HIGH-GRADE LUMBER
THE SUBWAY YARD

The "Eighty-Fivers"

(Continued from Page 17.)

ANDREW ANDERSON

Andrew Anderson was a mine worker in the early days of the new coal camp of Lethbridge. He was a teamster and lost an eye in an accident in the mine. He ranched near Nobleford for a time. Mr. Anderson had two sons, George and Andrew. Andrew is ranching now in the Pincher Creek district. Mr. Anderson is dead.

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DICK URCH FAMILY

Richard "Dick" Urch, English-born, came out to this district in 1885 from the Old Country, taking up a place at Kipp where he built a stopping place. This landmark will be recalled by the old timers. He later went into the horse and cattle business. He is dead but Mrs. Urch is still living. A son, Dick Urch is still operating the old home place. There are two daughters, both married.

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THE JIM PIERCE FAMILY

Jim Pierce came to Lethbridge from Teton, Mont., bringing with him a beautiful bunch of horses and cattle. Pierce's Bottom just north of No. 6 is named for this old timer. His name is linked with the recovery of a string of A. R. and I. mules stolen and run across the line into Montana. He went into ranching later on the Pathole but had his home in the city. He eventually moved up into the Brooks country. Old timers recall an incident in the life of this old rancher. A bunch of his cattle drifted south one winter into Montana. In the spring he wanted to bring them back across the line but was confronted by some quarantine regulations. He determined to beat the U.S. border officers, so driving his cattle north to the line close to Milk River, he let them drift over for water. When the officers galloped up Pierce's cattle were all grazing on the Canadian side, a fact that he unsmilingly pointed out to the officials, much to their chagrin. Jim Pierce always had plenty of money and once when he got into some litigation brought in a lawyer named Hugill from Winnipeg. It cost him plenty but the lawyer won his case.

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THE JOHN KEANS

John Kean came into this region from Eastern Canada in 1880. He did some lumbering for the North West Coal and Navigation Company in the Porcupine Hills and later ran the sawmill on the river bottom for the company. A daughter of John Kean married "Si" Saunders, noted newspaperman in Macleod and Lethbridge in those early days. Mr. and Mrs. Kean had two sons, John and Cyrus. The family lived in a house located on the site of the present McFarland block. It was burned in the '90's and A. Southard bought the property. John Kean also owned some property on the site of the Alexandra Hotel.

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THE DAVID BRODIE FAMILY

David Brodie emigrated from Scotland in 1875 and settled first in New York state. He moved to Michigan and then to Nebraska within the next few years and arrived in Western Canada in 1883. Two years later he made his first appearance in Lethbridge. He purchased the building of Craig and Bailey and rented it to Bailey of that firm. Eventually he bought the hardware stock of Bailey and started into business for himself. The firm of Brodie and Stafford, hardware, was formed in 1899. He was a building contractor and for a time ran a dray business. He served on the city council. The Brodie family have been well known in Lethbridge for many years.

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THE J. H. CAVANAHS

J. H. Cavanah opened one of the first stores in Lethbridge. He came from Peterborough, Ontario, and a daughter still resides there. One son lives at Detroit and another in Toronto. He was in business in a building on the site of the Ott Block (Yale Cafe) until 1890 when he moved to Medicine Hat. He returned later as manager of the Hudson's Bay Company. He built a residence on Twelfth Street South. He was an active Mason and member of

ROLL CALL OF LETHBRIDGE OLD-TIMERS



121, Mrs. J. Duff; 122, Mrs. R. Scott; 123, Mrs. MacKay; 124, Mrs. Halliday; 125, John Henderson; 126, Max Donaldson; 127, Mrs. S. Brady; 128, Mrs. Wm. Barnes; 129, Mrs. Alexander; 130, Mrs. Jas. Fuller; 131, H. S. Dawson; 132, Jas. Wallwork;

133, Mrs. G. Bremner; 134, Ethel M. Little; 135, Mrs. J. H. Wallace; 136, Mrs. J. H. Fleetwood; 137, Jesse Fraser; 138, Wm. McAdoo; 139, Mrs. Geo. Fraser; 140, Mrs. Rose; 141, Mrs. J. Stafford; 142, Ben Burrell; 143, D. Conn; 144, C. H. Van Horne.

the Anglican church. Both he and Mrs. Cavanah are dead. The estate still owns property on Fourth Avenue south, in the old days called Dufferin street.

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TOM CURRIE FAMILY

Tom Currie was the first manager of the I. G. Baker store here. He also ran a butcher shop for Conrad Brothers, operators of the old Circle Ranch Company. In 1891 he was a member of the town council. He later moved to Great Falls, Mont., where he continued in the employ of the Conrad company. He died in Great Falls. They Curries had no family.

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J. DARCH

Old timers remember J. Darch as the cashier for the North West Coal and Navigation company. He first lived in Macleod; then moved to Lethbridge. He built the first house on the lot where now stands the Bank of Montreal residence on Third Avenue south.

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A. G. NEEDHAM

A. G. Needham was a member of the Mounted Police force for a time coming into Southern Alberta in the '70's. He often told of seeing the buffalo on the plains. He became painter for the A. R. and I. company and Mrs. Needham ran a boarding house in the old school building located on the site of the city hall today.

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CHARLIE ROSS

Charlie Ross was the sergeant in charge of the Mounted Police detail entrusted with policing the town. He also railroaded for a number of years between the city and Great Falls. Moreover, he ran a milk delivery wagon for a time. When the South African War broke out Ross tried to enlist but was refused on account of his age. However, he beat his way to South Africa, managed to get into the army and rose from the ranks to a commission. He never returned from the war and no information was ever obtainable as to what happened to him.

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JIM PRYCE

Jim Pryce who was living in Lethbridge in 1885 was a carpenter with the coal company. He had a good singing voice and was a member of Knox church choir. He is now living in Manitoba.

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THE JOHN R. DAVIS FAMILY

John R. Davis, whose father was one of the founders of Berea College in Kentucky, came West early, and as a young man freighted with bull teams in Montana. He came into South Alberta with the last two string bull teams loaded with buffalo meat for the Standoff Indian Agency. Blood Reserve, remained in this country and started ranching just north of the city, raising horses. He married Alice Perry, daughter of James Perry, another old-timer of the early eighties. John R.

Davis went blind in 1897 and died in 1907. Mrs. Davis is now Mrs. A. M. Stockdale and is living in North Lethbridge.

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THE DAWSON FAMILY

Charles Edgar Dawson, English by birth, came to Winnipeg in the early eighties, and in 1885 moved on west of South Alberta, settling in the Porcupine Hills west of Macleod, on a homestead. Having been quite an experienced gardener in the Old Country, he used to raise all kinds of garden produce, making regular trips to Lethbridge during the summer season to find a market in the growing mining town. He had three sons and a daughter, Harry, Charles, Edgar,

and Ruth, the latter now Mrs. Duncan McIntosh, living in Calgary. Mr. and Mrs. Dawson passed away some years ago, but members of the family lived in Lethbridge for many years. Edgar is dead and Charles is now living in California.

o o o o

THE McCAUGHERTY FAMILY

W. T. McCaugherty family are well and favorably known to all the old-timers of Lethbridge and district. Mr. McCaugherty was born in Pittsburgh Township, County of Frontenac, Ontario, November 20, 1858, and on March 20, 1884, he landed at Calgary. In 1888 he came south to Lethbridge and has lived in Southern Alber-

ta since. In the early days he ranched and freighted between Lethbridge and Macleod, and Macleod and Calgary, often driving a 16-horse outfit with four wagons. In 1902 he married Miss Jessie Davis and they had seven children. During the North West Rebellion Tom McCaugherty transported soldiers and freight between Calgary and Edmonton but never saw any fighting.

He recalls among other things the great heaps of buffalo bones in the country in those early days. On the way to the Oxley ranch, he said, he saw at the base of an embankment probably sixty feet high a heap of bones eight to ten feet deep and extending over a

1832



1935

*This Century old Bank
Extends Felicitations to
The City of Lethbridge
on the Occasion of
Its Fiftieth Anniversary*

Coast
to
Coast
in
Canada

NEWFOUNDLAND,
JAMAICA,
CUBA,
PUERTO RICO,
DOMINICAN
REPUBLIC
NEW YORK,
CHICAGO,
BOSTON,
LONDON, ENGLAND

World-wide facilities in every
department of banking

**The BANK of
NOVA SCOTIA**

OVER A CENTURY OF BANKING SERVICE

Lethbridge, Alta., Branch

T. W. Mitten, Manager.

The "Eighty-Fivers"

quarter of a mile. Those bones, this old timer declares, must have represented tens of thousands of buffalo. The Indians would drive the creatures over the bank, they would be either killed outright or crippled and the reds would fall upon them and finish the slaughter.

Mr. McCaugherty recalls the names of some of the well-known freighters of the '80's: George Lavoisier, Al. Whitney, Walter Whitney, Charley Williams, Steel Norris and Buck Rainey, John "Cayuse" and Sam Davis, "Hip-po" Johnson and Charley Rouleau. Some of the I. G. Baker bull-boys were Ed Trainer, Jess Davis, Dave Jinks and "Steamboat" Bill. "What was 'Steamboat' Bill's last name?" Mr. McCaugherty was asked. He replied: "God knows, we never knew him by anything except 'Steamboat Bill'."

THE JOB "BUD" REEDS

Job Reed operated a truck garden in the old days and he also ran a dairy. He was a native of England and had four sons, Wm., Harry, Bud and George, also three daughters, Ella, Annie and Bessie. Bessie.

Always interested in civic affairs, he served on the school board and town council. He was also a frequent contributor to the old Lethbridge News. Both Mr. and Mrs. Reed have passed away and are buried here. A son, George ran a bakery here for a time. He is now living on the coast. A granddaughter is the wife of Albert Wright, North Lethbridge baker. Bill Reed lives at Barons and Bud in Vancouver. A daughter lives in Kelowna, B.C.

O. S. "HOD" MAIN FAMILY

O. S. "Hod" Main was an American who came into this country

in '83. He located at Kipp and ranched, his brand being "O.S.". He sold his Kipp ranch to Walter Huckvale, later mayor of Medicine Hat, in the middle '80's and moved to where the Cameron ranch is now located. He was there when Sir John Roderick Cameron bought a large estate from the A.R. and I. company in 1888 bringing out from the Old Country a large band of Shetland ponies. He bought 2½ townships opposite the mouth of the Little Bow and "Hod" Main became his ranch foreman. A son of Mr. and Mrs. Main lives at Billings, Mont., operating a tourist camp there.

J. W. McDONALD

J. W. McDonald came to Lethbridge in 1885. He was a miner from Nova Scotia and was killed in an accident in 1894. Mrs. McDonald is now living at Stellarton, N.S. There were eight children: Allie, Pete, Jim, Jennie, Grace, Willard, Mary and Kate.

T. BOTTERILL

T. Botterill operated a store in the early days of Lethbridge and later ranched near what is now the Country Club on the Oldman river. In the Lethbridge News of November 27, 1885, (Vol. 1, No. 1) appears the following interesting advertisement:

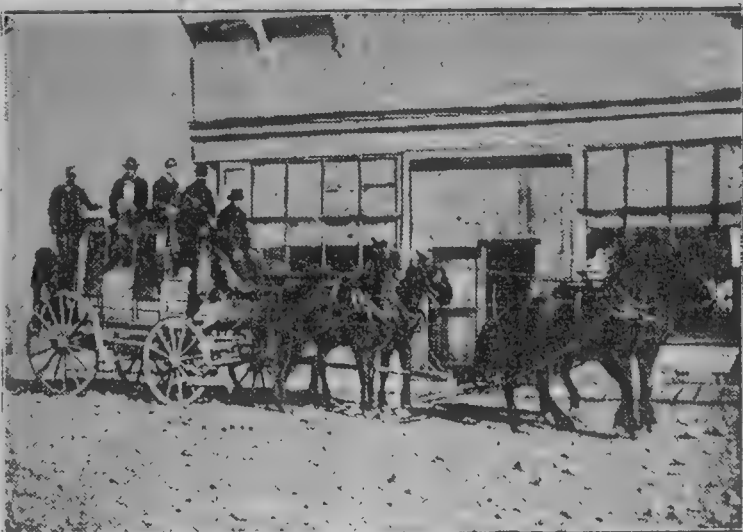
"T. Botterill, N.W.T., will offer for the next thirty days \$5,000 worth of clothing and gent's furnishings considerably under cost price to clear out. No reasonable offer refused. Call early for bargains."

J. D. Higinbotham in his book, "When the West Was Young," states that Botterill's store was managed by Fred Niven, who "is credited with being the first man to sleep on the Lethbridge town-site."

NATHAN WALWORKS

Nathan Walwork was born in England. He and his wife came to Winnipeg in 1883 and Mr. Walwork worked on the construction of the telegraph line from Dunmore to Lethbridge and Macleod in 1885. The family did not actually move here until 1886. They bought 80 acres and built the first house east of the freight sheds, the first house in North Ward,

"POLLY'S EXPRESS"



here is "Polly" Pollinger, an artist with four horses, leaving the I. G. Baker and Company's store at Macleod for Lethbridge, connecting here with the "Galt Company" railway to the C.P.R. main line near Medicine Hat. The picture was probably taken in the late eighties. Connecting with the Macleod-Lethbridge stage coach was one running from Macleod to Pincher Creek.

their farm becoming the Walwork addition. They were the city's first milk vendors. The children are Jim, Mrs. Ben Whitney, Bow Island; Mrs. A. Talan, Montreal; and Mrs. Walter of Bow Island.

THE ED. MCKENZIES

Ed. McKenzie is another Lethbridge eighty-fiver. He was born in Pictou County, Nova Scotia, in 1864, the son of a Maritime sea captain. In 1884, in company with four other youths of his home town he left for Wyoming, U.S.A., and arrived at Rock Springs. He worked there in a coal mine for a short time, going on westward to Walsenburg, Colorado, where he worked for an equally short period.

Hearing of the opening up of Western Canada he headed north to his home country by way of St. Paul, Winnipeg and thence to Lethbridge, arriving early in 1885 before the railway.

Like many another young man in those days he looked to the North West Coal and Navigation Company for a job, and got it, contracting for driving mine en-

tries. Two years later he began a dairy farm on a homestead at the present site of Hardieville. In June, 1888, he married Miss Elizabeth Muhro, and in 1895 he took up ranching on Kipp Coulee, 30 miles southeast of Lethbridge which he carried on till 1904. In that year he took a farm five miles south of Lethbridge, and later he moved to an irrigated farm about seven miles northeast which he developed into one of the best irrigated farms in the district. In 1923 Mr. McKenzie retired to his residence in Lethbridge, having rounded out an active career of mining, dairy, ranching and farming. He is still active, and thoroughly enjoys a "round-up" of Old Timers where stories of the early days are in order. Four sons and daughters, Leonard, Wilbur, May (Mrs. Thompson) and Gordon comprise the family of Mr. and Mrs. McKenzie.

THE ROBT. NIVENS

Robert Niven left Stellarton, N.S., in October, 1885, and in Lethbridge became master me-

chanic for the North West Coal and Navigation Company's mine which was located at the time on the river bottom. He was brought out by William Stafford. He passed away in 1897. Mr. Niven was a charter member of North Star Lodge No. 4, A.F. and A.M., a member of the Presbyterian church and one of the first elders. The family consisted of Robert Niven, deceased; Tom Niven of Lethbridge; Mrs. W. H. Morris, Lethbridge; Mrs. H. E. Playle, Drumheller; John Niven, Kimberley, B.C.; W. Niven; J. Niven; Andrew Niven; Alex Niven, all of Calgary, and Mrs. J. Schultz, Regina. Mr. Niven was master mechanic at No. 1, No. 2 and No. 3 mines during the erection of the ties and the sinking of the shafts.

Robert Niven, Jr., deceased, was born in Stellarton, N.S., in October, 1885, and came west with his parents. He became engineer for the North West Coal and Navigation Company and the Alberta Railway and Irrigation Company. He was master mechanic at No. 3. He left in later years to go to Frank as master mechanic at the mine and still later filled a similar position at Wayne, Alta. He was also employed at Diamond City mine before it closed. The survivors are his wife, living at Hanna; Mrs. H. Smith of Hanna; Mrs. F. Gordon, Vancouver; Mrs. J. Mead, Montreal, wife of Supt. Mead of the R.C.M.P.; Mrs. R. Rowe, Revelstoke, B.C.; Mrs. A. Simpson, Victoria, B.C. He was a member of Lethbridge Lodge No. 2, I.O.O.F., past noble grand.

THE JOHN REID FAMILY

John Reid, now operating the Royal Hotel at Medicine Hat was in South Alberta in the early '70's, along with George William Rowe, as a fur trader, operating out of Fort Benton. Mr. Reid was engaged with Mr. Rowe in the Fort Macleod-Fort Benton stage line. In the early eighties he established a ranch near Fort Kipp, at the junction of the Belly and Oldman rivers, where the Johnny Wright ranch is now located. He came originally from Missouri.

(Continued on Page 20)

Rendering Service to Farmers During 3/4 of Period Since Canada's Confederation

Progressing With Canada for 54 Years

— ESTABLISHED 1881 —



150 Elevators
in the
Three Western
Provinces

Terminal Elevator
at Head of the
Lakes

Fifty-four years ago, Mr. Nicholas Bawlf—a true pioneer in the handling of Western grain, started the company still bearing his name, with the erection of a single "flat house," now called a granary, and through three-quarters of the period since Confederation, the firm has grown with the West, progressing on a record of reliability, until today, when with 150 elevators throughout the western prairies, we are rendering a service far-reaching in its effects on the development of Greater Canada.

In this your 50th Jubilee, we link our faith with all true Canadians in the greatness ahead for Southern Alberta and this Dominion—the land of promise and achievement.



Head Office.
WINNIPEG

Offices at
Calgary, Yorkton,
Port Arthur,
Edmonton

N. BAWLF GRAIN COMPANY, LIMITED

Operating Elevators at the following stations in the Lethbridge territory:

BARONS
TABER

BRADSHAW

CHIN
WRENTHAM

FINCASTLE
JAMIESON

JUDSON
WILSON

RAYMOND

RALEY
WOODHOUSE

The "Eighty-Fivers"

(Continued from Page 19)

THE JOHN CRAIGS

Both John Craig and Mrs. Craig came to Lethbridge in 1885, moving on a flat car on the newly constructed Lethbridge-Dunmore railway of the North West Coal Company a small house they had constructed in Dunmore, so that they had a place to live not long after they reached the new mining camp. Mr. Craig was born in Edinburgh. Mrs. Craig was born in Liverpool of Scottish parents. They migrated to Canada in 1863. They were married in Woodstock, Ont., by Rev. Dr. McMullen. They came West to Winnipeg in 1884, and to Lethbridge shortly after the railway was opened, in September, 1885. Mr. Craig was a cabinet maker and dealt in furniture, and had a shop on what is now Third Ave. South. He was a member of the first public school board, and later chairman.

THE JOHN DUFF FAMILY

John Duff and his wife, Janet Mackay Duff, came to Lethbridge in June, 1885, and took up land on the southern outskirts of the little mining town which was then being fashioned on the bench above what was still, at the time, Coalbanks. Part of the original Duff homestead is now in the residential section of the city, known as the Duff addition. John Duff was a farmer and ranchman, running 250 to 400 cattle under the brand of 7A combined to form the character. He also ran a number of horses which found a ready sale as the country began to fill up. He planted some of the first trees in Lethbridge in 1886. Of the large Duff family only two are now residing in the city. Mrs. Starnes, who lives in the old home, and Donald, who was formerly city clerk and is now an engineer at Waterton National Park.

E. N. BARKER

Though Cardston probably claims him, the career of Edward N. Barker in Southern Alberta has been so closely bound up with Lethbridge that we may claim him for the purpose of this record of first families of Lethbridge and district. Born in England he crossed the Atlantic and was a cowboy in Iowa in 1882, moving northwest to Billings, where he rode on a ranch for a year, then heading north into the North West Territories, going to the Cochrane ranch and afterwards, with his partner, Donovan, established a ranch on Lee's Creek, near where Cardston now stands. In the '85 Rebellion he was a member of the Rocky Mountain Rangers. In 1889 Mr. Barker married and went to New York State where he lived for several years, returning to South Alberta in the spring of 1906, establishing at Cardston in the real estate and insurance business. His wife died in 1909. A capable writer, Mr. Barker on various occasions during his life in America, edited or worked on the editorial department of newspapers. In 1917 he was made police magistrate and was located at Lethbridge until a few years ago when he resigned and returned to his native England, where he now resides, but where he retains a lively interest in South Alberta.

THE ELI HODDERS

Eli Hodder came west in 1862 to Macleod and in 1885 as sergeant was in charge of the local detachment, leaving the police force in 1890. Eli Hodder was also manager of a meat market for "Hod" Main in Lethbridge. The first couple married in the Presbyterian church were Alma Isabelle Forbes and Eli John Hodder on March 9, 1886. Mr. and Mrs. Hodder were residents of Lethbridge from then. Mrs. Eli Hodder came west in 1863 with Mrs. H. F. Greenwood, passing through Lethbridge on their way to Macleod, where she resided for a short time. She was an active worker in the Presbyterian church. Mrs. Hodder, one of the earliest pioneer women, still resides in the city.

THE ROWE FAMILY

The George William Rowe family is one of the oldest in the history of South Alberta. Mr. Rowe came to Fort Benton, Mont., in the 60's from Texas. With his

partners, he traded from Fort Benton across the line to the Indians in the Cypress Hills, before the Mounted Police came. Back in 1871, or thereabouts, he told his family, the Cypress Hills were the finest hunting country in the West—game of all kinds, and trade in furs and skins was big business. When Fort Walsh was established in the Hills in 1875, Mr. Rowe went to Fort Macleod, and established a stage line from Fort Macleod to Fort Benton, which he carried on for some years. He maintained a stopping place and change of horses about every 20 miles, and eventually settled down to ranching on the river at old Fort Whoop-up. This ranch he sold, moving to Snake Valley, near Lomond, where he ranched until 1903. He built the Dallas hotel in the city which is today owned by his son George. The mother, Mrs. Rowe, lives on the Pacific coast.

THE WALTER HUCKVALE FAMILY

Though Medicine Hat now claims Walter Huckvale, where he is now secretary of the Chamber of Commerce, the Lethbridge district was his early stamping ground. Born in England, he came to Canada in 1882, and for a time was a foreman of a gang erecting the telegraph line along the main line of the C.P.R., then building, in the Qu'Appelle district. He was in Calgary in 1883 when the first C.P.R. train arrived, and then came south to the Kipp district. He bought out the O. S. "Hod" Main ranching outfit, and established the "Fiddle Back" brand. He ranched in the vicinity of Fort Kipp and Keough Lake for nine years, when, in partnership with Syd Hooper, he moved to the Manyberries Creek area in the southeast, and ranched from the early nineties until 1916 when he sold out and retired to Medicine Hat. He married Miss Jane Evans of Macleod, who for a time went to school in Lethbridge. A son, Walter Evans Huckvale, is now a lawyer in Lethbridge.

THE COLPMAN

WILLIAM and FRANK COLPMAN landed in Lethbridge on the evening of October 4th, 1885. They forded the river and slept under their wagon by "Duff Lake". They had been running trading posts north of Edmonton and the North West Rebellion had interrupted their trade. In fact, the troops under Col. Steele had told them to clear out, so they cleared out. They were also cleaned out, having but \$17 in the treasury when, on their way to Oregon, they stopped overnight in Lethbridge and took stock of the situation. On the morning of October 5th, Bill started to cook the breakfast while Frank wandered over to the group of tents which was the embryo of the town. The Lethbridge House was in process of construction and the "genial host" Billy Henderson, hearing they had horses and wagon, very quickly put them next to a job. They were to haul green lumber to John Kean's sawmill in the River bottom. Back to Duff Lake went Frank to report to Bill. They took the half-cooked bacon out of the pan and went to work. This is a real success story. From a capital of \$17, a pair of cayuses and a wagon, a partnership of two strong young brothers went forward until 35 years later the North West Jobbing and Commission Company, which they had fathered, was doing a business in the region of a million dollars a year.

The Colpmans opened the first lumber yard in Lethbridge under the name of Stanbury and Colpmann in 1906. In a very short time their one team and wagon had earned them 12 more and a general trucking and hauling business grew by leaps and bounds. Most of the building materials for the original Lethbridge was handled in their wagons. Coal was hauled from the pithead and delivered. Bill and Frank and their drivers thought nothing of shovelling and delivering 16 to 20 tons of coal in a day, for which they were paid 40 cents a ton. These were the days of real democracy. As society began to come in with coal company managers, N.W.M.P. inspectors and so forth, it was quite commonplace for Frank or Bill to deliver a load of coal at a house at five o'clock in the afternoon, retire to his shack to don a dress suit, and emerge as Mr. Colpmann to dine at the same house at seven in the evening! The boiled shirt must sometimes have been a problem, at that. The town water supply, under the direction of Jack Brown, was often more like pea soup than water, and the laundry frequent-

THE FIRST DRUG STORE



Early in 1885 C. E. Walton, who was operating a drug store in Medicine Hat, came to Lethbridge and built the above building, known as C. E. Walton's Apothecaries Hall, on the corner of Fifth Street and Second Avenue (Round and Ford). The Waltons are shown standing in the door. Later that summer J. D. Higinbotham, who in 1884 had come from Guelph, Ont., and opened the first drug store in Alberta at Fort Macleod, came to Lethbridge with his brother Edward N., and bought out Mr. Walton. Mr. Higinbotham sold out a few years ago after nearly 50 years as the city's leading druggist.

ly returned a worse color than it had gone. John Chinaman, interviewed on the subject, said, "Jack Brown's mud no washee white." Jack Brown himself only laughed, "No charge for real estate—just two bits a barrel for the water."

Colpman Bros. business expanded rapidly and embraced many enterprises. They were agents for the Imperial Oil for 20 years, they brought in the first carload of farming implements, they sold the seed grain to the first farmers. Later, Frank Colpman organized the first wool auction in Canada, paying the way for the future Canadian Wool Growers' association. In 1897 the North West Jobbing and Commission company came into being. It was the first real wholesale house between Winnipeg and Vancouver, handling "everything from a toothpick to a threshing machine." This was sold out about 1910 to Campbell, Wilson and Horne, and the Colpman brothers, after 35 years from pioneering to prosperity, retired to take a new lease on life in Victoria, B.C.

Frank Colpman also had some recollections on the publishing of the pioneer newspaper, the Lethbridge News. This was started in 1885 by "Si" Saunders, who came from Macleod and started with a hand press on copy size paper. When press day came around the "boys" all turned in to grind out the news sheet with the help of

"slabs" was next door, wrote most of the editorials. The best way to get your paper in those days was to call at the office about two hours after it should have been out, as it usually was late. The editor's hobbies, duck shooting and the training of a trotting horse, were frequently the causes of delay in publication.

He also has recollections of the "Onion Club" with headquarters at the Colpman shack. They had parties, an amateur orchestra and led most of the town sports.

Also "The Pound"—a bachelor's communal boarding house situated in the Greenwood house which was subsequently purchased by E. J. Hill. Many prominent old timer names enter into stories of "The Pound".

(Continued on Page 34.)

Do You Know?

THAT the Galt Company operated a sawmill on the river bottom at a spot beneath the present high level bridge. Mining props and railway ties were floated down from the company's timber limit on the south branch of the Old Man River. The last season of these operations was in 1890.

Lethbridge

has been good to

Albert E. Ives

from January, 1903 to
July, 1935

"BE WISE—INSURE WITH IVES."

Hearty Congratulations

OLD-TIMERS

—and—

PRESENT CITIZENS

OF LETHBRIDGE AND DISTRICT

WE HOPE YOU WILL ATTEND AND ENJOY THE
JUBILEE AND FAIR.

We Manufacture CREAMERY BUTTER

We are shippers of Dressed Poultry.

Our service is dependable.

Our patrons will recommend us.

Our success depends on pleasing them, and manufacturing butter of the highest quality, so that we may merit your support and patronage. Ask your grocer for butter manufactured by CITY DAIRY CREAMERY. You will be pleased with it.

CITY DAIRY

411-4th ST. SOUTH. H. C. HANSEN, Prop. LETHBRIDGE, ALBERTA. PHONE 3124

Seeking Gold, Sheran Found Coal

Fort Benton Trail Led First Miner Here in 1870

(By C. F. STEELE.)

THE CITY that Coal Built—Lethbridge! Nature was kind to this favored section of North America creating during those ages which the geologists would tell you ran into millions of years, a vast storehouse of wealth in the form of coal.

And into the founding and growth of Lethbridge is woven this epic of coal, a stirring chapter in the Winning of the West.

Today as Lethbridge celebrates its fiftieth birthday let us lift the historic curtain to reveal this tale that should now be told, an episode in this moving drama of the west unsurpassed for its sheer courage, pluck and perseverance. Here one sees the spirit of the pioneer, the spirit that has sent men and women to the tag ends of the earth seeking new worlds to conquer. Here in the northwest wilderness 60 or more years ago Alberta's pioneer miner and coal operator opened up the first mine.

And that unheralded event on the banks of the Belly river launched a new era for this land.

It was the Gold Rush of '49 that revealed the rich opportunities of California; it was the Trail of '98 that called bold and bearded men into the Yukon there to disclose the wealth of the North. And it was the "Trail of '70"—the Fort Benton Trail, if you will—that lured a wandering Irish-American into Southern Alberta. Nicholas Sheran was seeking gold; he found coal instead. And that discovery back in 1870, four years before the first contingent of Red Coats reached this territory, proved the beginning of an industry that has poured millions into the lap of this inland empire. Moreover, that pioneer enterprise of Sheran's began a movement that resulted in the opening up of this whole rich region, then the domain of the savage Blackfeet, to settlement.

On July 18, 1928, a cairn was erected to the memory of this rugged man of the frontier, this pioneer industrialist, who blazed his own trail, set up his own plant and found his own markets. The unveiling of this simple rock cairn in Galt Gardens—named for the men who later placed the coal industry on a broad, commercial basis—came as a fitting belated honor to Sheran. And now we again glance back to salute these shining personalities who laid the foundations of the Lethbridge of today.

Was Union Soldier

Sheran was born in New York City of Irish parentage. He was of an adventuresome nature which may account for his enlistment with the Union forces when he was only 14 years of age. He became a drummer boy, and it is said, a mighty plucky drummer boy. When the war guns ceased and peace was restored, young Sheran returned to New York but not to stay. The wanderlust was strong and he joined a whaling crew bound for Arctic waters. He led a seafaring life for two years then returned to his home. But again his sojourn at home was short. His next move was west for the call of the Sunset Lands at that time was strong.

He struck up a friendship with John and Joe Healy and after drifting hither and yon the trio landed in Fort Benton, Montana, head of navigation on the Missouri River and "jumping off" place for the American whiskey runners trading into British territory. At Benton Sheran heard of wealth to be had across the border in Canada and he again hit the trail—the Fort Benton Trail. The trail led him to the Belly river in the vicinity of Forts Whoop-Up and Stand-off, established along the rivers by the whiskey traders. And it was while the young adventurer trudged along the river bottom that he spied the outcroppings of coal.

DUG FIRST COAL

Sheran operated a ferry at Fort Whoop-up and in his spare time dug coal from the river bank. In 1872 Sheran moved to another ford, this becoming known as Sheran Crossing, its location being up the river from the present C. P. R. viaduct near the location of the Federal mine operated for many years by the C. S. Donaldson Coal Company. When this property was open-

HE FOUND COAL



NICK SHERAN

Alberta's first coal miner who first mined coal at Fort Whoop-Up in 1870, and opened a mine on the river at "Coal Banks" in 1872 which resulted in the later development of the City of Lethbridge.

ed up Sheran engaged more seriously in the business and it was here that the first underground mining commenced in Alberta and the present coal industry was born.

Sheran was laughed to scorn when he first spoke of the possibilities of these coal deposits, of working the seam and of shipping the coal by bull-team to Fort Benton. But nothing daunted, he set to work and soon became famous along the frontier as the lumbering bull trains moved the coal to Benton and later to the N. W. M. P. post at Fort Macleod. Fort Walsh in the Cypress Hills was also warmed by coal from the Sheran mine. Sheran built up a profitable business but did not live long to reap the rewards of his labors. He was drowned in 1882 near the scene of his achievements while escorting a detail of police across the river.

The Galts Appear

In 1882 the Galts appeared on the frontier scene, figures destined to play a tremendously important role in the history of Lethbridge and Southern Alberta. The big step forward commercially came when Elliott T. Galt, son of Sir Alexander T. Galt, became interested in the coal deposits on the Belly river. Elliott Galt was at the time assistant commissioner of Indian Affairs his official duties carrying him into this territory. He was impressed with the possibilities of the coal deposits here and succeeded in due course in interesting his father, then Canadian high commissioner in London, in them. He succeeded in attracting British money and a company was organized to develop the coal properties at what is now Lethbridge.

William Stafford, 1881

William Stafford, pioneer colliery superintendent, came into the territory in 1881. That fall and the spring of '82, were devoted to prospecting along the Bow, Belly and Saskatchewan rivers. In 1882, Sir Alexander, then seeking to organize his company for the purpose of mining the coal, visited the Northwest coming through to Coal Banks from Swift Current in a buckboard. This was only one of many energetic steps taken by this empire builder to establish the coal industry here on a sound commercial basis.

far north down to Fort Benton, and with a vast store of data at hand he selected Coal Banks as the spot for future development.

Opened Mine in 1882

On the 11th of December, 1882, the mines were first opened, being worked with a small force that winter. Some coal was sold to the Mounted Police and other shipments were made by team to Fort Benton. The price of coal—present-day operators will read this with envy—was \$15 a ton delivered at Fort Macleod. And at Benton, 200 miles from the pit head, it fetched \$22 a ton, although at the mine it could be had for the modest sum of \$3 per ton. Obviously the wide spread was due to the expense of teaming.

The original idea, we are told, was to supply coal to the settlers, but soon a market developed at Medicine Hat. The Canadian Pacific Railway was thrusting its trans-continental line west. The steel was nearing Dunmore and the Galts found an outlet for their coal with the C.P.R. A company was formed in the spring of '83 with a capitalization of £50,000 sterling, and a fleet of boats and barges was built to convey the coal to Medicine Hat.

Skilled shipbuilders were brought in from the United States via the Missouri river and Benton and much of the material was freighted overland from Swift Current. Finally the fleet was put into service but the operation of the boats was for a brief period only. Navigation difficulties soon appeared and the water transportation was abandoned, a railway being built to move the coal.

Early Development

The following quotation referring to this early development is from the Lethbridge News of September, 1890:

"Short as the season was, the Company succeeded, however, in delivering to the C.P.R. 3,000 tons of coal before the fleet had to be laid up, and this coal on being thoroughly tested in the locomotives of the C.P.R., proved to be of great value for steam purposes. The C.P.R. company offered to give the coal company a contract for a large quantity of coal for a term of years, if they would build a railway to connect the mines with the C.P.R. Having obtained this contract they applied to the Dominion government for a charter to build a narrow gauge line of railway. This was granted, and with it a railway land grant of 3,840 acres per mile, to be paid

for at the rate of 10c per acre. The company then increased its capital to £150,000 sterling and issued bonds for £160,000 sterling to build the railway, and the contracts were let to commence work in April, 1885, on the railway construction, but owing to the rebellion breaking out about that time, it was impossible to get the contractors to begin work before the end of May, and until the railway was completed the various work parties had to be afforded military protection. Fortunately, however, owing to the judicious action of the government, the Indians in Alberta were kept quiet and the railway was finished on the 28th of August, 1885, and on the following day coal was delivered to the C.P.R. at Dunmore, being the point of junction with that railway. With the opening of the railway, the history of Lethbridge may be said to have begun.

Drift Mine

The coal at the early Galt diggings was developed by means of a drift from the outcrop of coal in the river bank and in 1885 when the railway was constructed, an incline railway was built up the river bank, and by this incline the coal was hoisted out of the river bottom to the top and then loaded into railway cars. This incline was located just north of the present C.P.R. viaduct. These first workings were later replaced by a shaft known as No. 1 located about 1,000 feet west of the present C.P.R. roundhouse.

Today in the Lethbridge coal field mines are operated at Coalhurst and Shaughnessy on the west side of the river, and No. 1 mine is being opened up by the C.P.R. which absorbed the Galt enterprises, the three units being merged into one company known as Lethbridge Collieries, Ltd., with offices in what is known as the old A.R. and I. building, a Lethbridge landmark. No. 6 mine, after being operated for 25 years, has been abandoned.

The coal mined in the Lethbridge field is of high quality and occurs in what is known as the Belly river formation of the Cretaceous age. The coal seam lies approximately horizontal, explains J. B. deHart, M.Sc., inspector of mines, Lethbridge, the depth of the seam below the surface varying from 600 feet to about 250 feet. The coal seam has a total height from the floor to the roof of from six feet nine inches and about four feet seven inches; the actual thickness of clean coal laying from over six feet to about

(Continued on Page 22.)

Here 43 Years—In Business 22 Years

Serving the Pioneer and Newcomer

Lethbridge and southern Alberta have been good to us—trying always to be alert, progressive and in tune with the times, your steadily increasing patronage has enabled us to grow from a staff of one to thirty-two.

Twenty-two years ago the present owner bought, sold and delivered every article—now seven delivery wagons are required to maintain the prompt, snappy service for which we are known. We therefore have great reason to say to the people of Lethbridge and southern Alberta on this memorable jubilee occasion

Congratulations and Thank You

Good luck—Our best wishes to people of city and country for this jubilee year and the years ahead.

SUPINA MERCANTILE CO.

NORTH LETHBRIDGE

Seeking Gold, Sheran Found Coal

(Continued From Page 21.)

four feet. The coal is generally classed as a sub-bituminous coal, although by many classifications it might be classed as a low rank bituminous coal. It is a hard, clean coal, which makes an ideal domestic fuel, the small sizes being used in power houses for steam-raising purposes. The typical proximate analysis of the coal from the Lethbridge field as it is mined is as follows:

	Per Cent.
Moisture	8.5
Ash	9.8
Volatile Matter	33.6
Fixed Carbon	48.1
Calorific value, 10,950 British thermal units per pound.	

Crow's Nest Pass Field

C. P. Hill was one of the pioneers in the great bituminous coal fields of the Crow's Nest Pass which now boasts large and modern collieries at Coleman, Blairmore, Bellevue and Hillcrest. Mr. Hill first visited the region in 1888. Mr. Hill's headquarters were at that time in Butte, Mont., but he entered the Pass area first from the west. His second visit was in 1890 and he travelled by horseback from Butte via Great Falls.

Recalling those early experiences, Mr. Hill said some years ago: "It was then that I first saw the wonderful coal measures of Alberta, and made up my mind that if ever there was a railway through that country I would try and open up a coal mine there. And it came to pass after many trials and hardships that I formed the Hillcrest Coal and Coke Company, Ltd., in 1902, now known as the Hillcrest Collieries, Ltd."

Continuing in a reminiscent mood, Mr. Hill said: "From 1882 to 1899 I held the office of collector of customs in Montana and Idaho, having 800 miles of the boundary line to look after, between the two states and Alberta and B.C. As my headquarters were located at Port Hill, Idaho, on the Kootenay river, and the head office of the customs at Great Falls, Montana, I made frequent trips between the two ports and further prospected for what I hoped to be the highest grade seams of coal. On these trips I used to enjoy the hospitality and pleasure of knowing the late Mr. Elliott Galt, Mr. Champney, Peter Naismith, Mr. Chas. Magrath, Major MacDonald (paper collar), Capt. Pat Casey, Harry Bentley, Fred Downer, Fritz Sick and many other good fellows."

Opens Kitchener Property

"After leaving the customs I resumed my mining work again with my same bunch of old prospectors, and went to the Far North for one year, then returned to open the Kitchener property that now belongs partly to the Canadian Pacific Railway and partly to myself."

"In the winter of 1901 I took a lease on the Burmis property, with a bond, and brought S. W. Gebo to expert it for H. L. Frank of Butte. They did considerable work but in the meantime Mr. Pelletier of Blairmore discovered the Frank mine, and all was moved there, where a beautiful little town called Frank was built and later destroyed by a great rock slide in which I lost several very dear friends."

"In the meantime I did considerable work on what is now known as the International Mine at Coleman. My work was about two miles back in the mountains from McLaren's Mills."

The West Canadian Collieries, Ltd., a strong operating company with mines at Blairmore and at Bellevue, is owned by French capital. It is an old company shipments having commenced at Lillie, Alta., in 1902 and they have continued since. The Bellevue mine was opened up in 1903 and the Greenhill at Blairmore in 1913. At Coleman the International and McGillivray Creek companies have been operating for many years, the International acquiring their present property in 1902 and two years later the mine was producing a large tonnage and the new townsite rapidly developing. The two Coleman mines have now been brought under one management and the Consolidated Min-

OLD AND NEW IN THE COAL INDUSTRY



Above is Nick Sheran's bull team which in the seventies hauled coal from Coal Banks to Fort Macleod and Fort Benton, Mont. Below is No. 6 mine at Lethbridge which, after being

operated for nearly 30 years, was closed down and dismantled in 1935 to be replaced by No. 8 mine of Galt Collieries, now operated by Lethbridge Collieries, Ltd.

ing and Smelting company has a substantial interest in the company. Coke from the Coleman ovens is shipped to the smelter at Trail, B.C.

The Taber Field

When the line between Dunmore and Lethbridge was built to carry Galt coal from Lethbridge to the railway at Medicine Hat, Mile 77 water tank was on what later became the townsite of Taber. Following the digging of coal along the river bank at intervals to fill the pumphouse coal shed by workmen sent to Taber from Lethbridge, J. Schultz is said to have secured the first contract to do this, followed by James Shirts. At length Wm. Wallwork secured it and continued the work for years, until he opened a river mine for himself a little farther west.

The first shaft was sunk in 1903 one and a half miles west of town in a hollow. It was called the Domestic Mine and owned by Bullock and Probert.

The old Domestic mine was leased for a time by Peter McPhee. Another property worked by the Marchessault mine. In 1906 the Taber Coal properties were sold to Winnipeg and St. Paul interests who established the Canada West mine, a million dollar enterprise which by 1911 was hoisting 1260 tons of coal a day. This development caused a real boom. Taber was incorporated as a town in 1907.

In 1907 the Reliance mine was opened just east of town, also the sinking of a shaft at Fincastle took place. W. Aubin was the promoter of the Reliance property and this also started a boom with a thriving village established. The same year B. K. Bullock opened the Rock Springs Coal and Brick Company at Coal City (Elean) where with other mines formed the nucleus of a village. The Marsh family opened a mine, also the Alberta Consolidated interests. W. E. Bullock opened the White Ash mine, three miles north of Taber and the Canadian Block mines, financed by Belgium capital, operated north of the White Ash. In 1909 there were 20 mines within five miles of Taber. B. K. Bullock operated the Superior No. 1 near Coal City and later the Superior No. 2 on the river hill northeast of the McLean bridge.

The Southern Alberta's coal industry east and west from that pioneer beginning in the early '70's.

—1886-1935— A KEG OF "VINEGAR"

Prohibition days in Lethbridge about forty years ago! Many busy schemers, and some clever schemes to circumvent the law, and get the whiskey.

A keg labelled "Vinegar" was

unloaded on the platform of the old freight shed. A man in the B— store was watching. He wanted to get that keg the worst way. But the police were watching too.

At last the policeman came and sat on that very keg. He must have sniffed whiskey. He got up and looked around suspiciously. He went off and called another

policeman to watch while he went away. Things were looking bad for the man that watched in the store.

But he got busy at once. With two pails and a brace-and-bit he made his way toward the platform. The platform was built up on piles to be level with the car door. Once under the platform he tapped the keg from beneath,

and in the noise and confusion of the yards, drained the kegs and returned home with the two filled pails.

From the store he watched the policeman arrive with team and wagon. He laughed when the policeman gave a great heave on the keg and went head-over-heels.

—S.E.W.

We've Grown Up Together!

Established in 1903 this business has grown up with Lethbridge for over 30 years.

We Congratulate the Citizens

of the city which has been built and developed during the past 50 years, and hope everyone will enjoy the jubilee celebration.

Our growth has justified our faith in Lethbridge and district, and we're still growing. During this time our desire has been to sell good merchandise at fair prices.

Our plumbing and heating department has installed this equipment in many of the finest homes in Lethbridge. We are equipped to give you unexcelled service in Hot Water, Steam or Hot Air Heating and can furnish any standard of plumbing desired.

HICK HARDWARE COMPANY, LTD.

ROBT. DOUGLAS, Mgr.

Alberta Wheat Pool . . .

takes advantage of this opportunity to bear testimony to the splendid co-operative spirit extant among the farmers of Southern Alberta.

The courage and fortitude of the pioneer farmers of the province are attributes which turn a people naturally into the building of a co-operative movement. Based on the principles of equity, justice and freedom, the co-operative movement is bound to thrive among such a population.

Alberta Wheat Pool and Alberta Pool Elevators typify the highest development of the co-operative movement in Alberta.

Following An Ideal

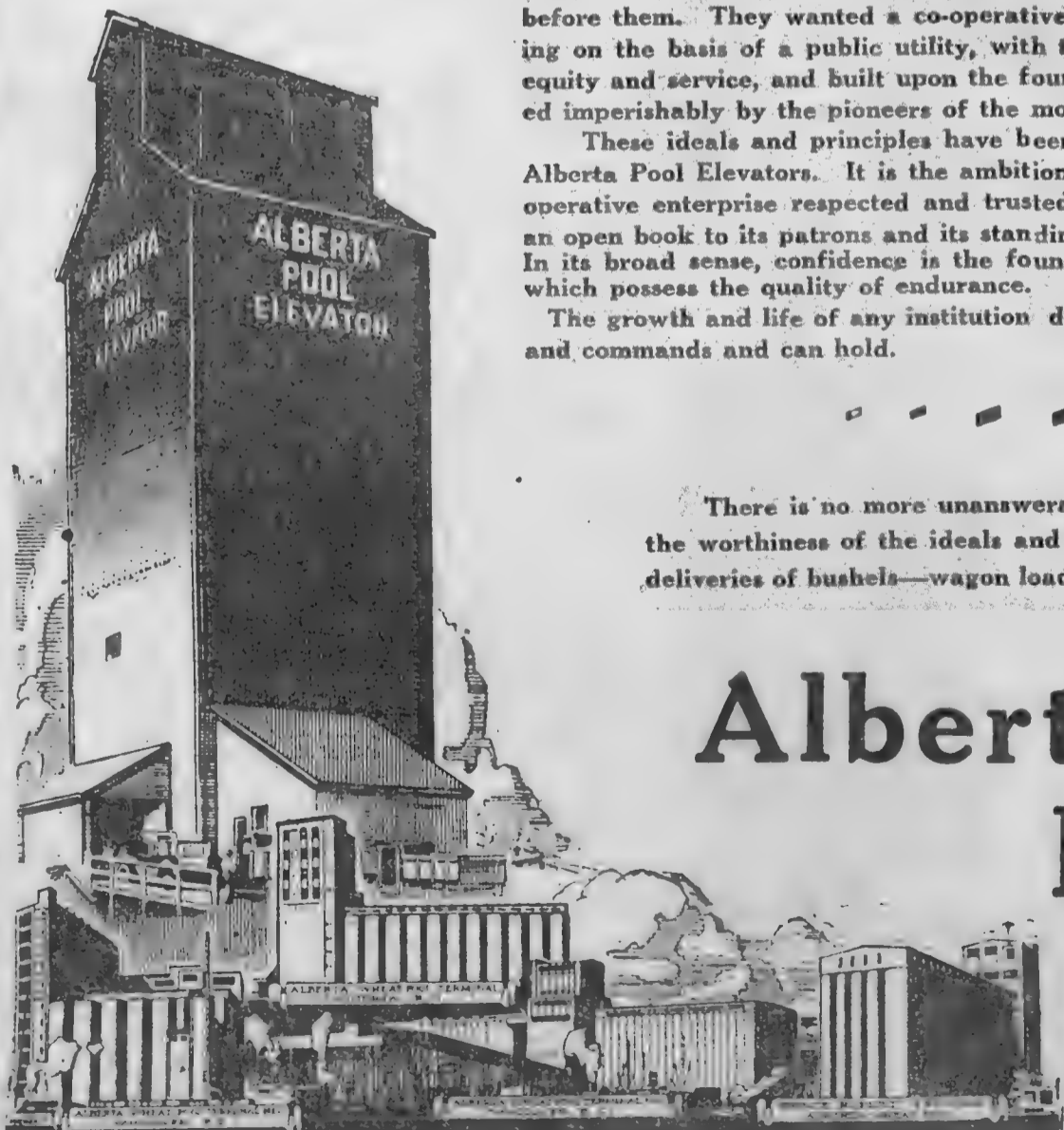
The builders of Alberta Pool Elevators, the farm men and women who put their money, their time and their energy into the project, had definite ideas before them. They wanted a co-operative concern, first and foremost, operating on the basis of a public utility, with the profit motive secondary to that of equity and service, and built upon the foundations of co-operation as established imperishably by the pioneers of the movement.

These ideals and principles have been followed as closely as possible by Alberta Pool Elevators. It is the ambition of the organization to make this co-operative enterprise respected and trusted by all grain growers, its operations an open book to its patrons and its standing built on widespread confidence. In its broad sense, confidence is the foundation of all human relationships which possess the quality of endurance.

The growth and life of any institution depends on the confidence it inspires and commands and can hold.

There is no more unanswerable way of expressing confidence in the worthiness of the ideals and objectives of this movement than by deliveries of bushels—wagon loads and car loads of grain to

Alberta Pool Elevators



When the Mounted Police Marched Across Western Canada.



(By WILLIAM HAY)

ZING! The leaden whine of death as a rifle bullet, fired at close range, cut through the frosty atmosphere into the body of the policeman.

The figure of the man recoiled, shuddered and fell backward on the horse which slackened speed at the loss of the firm hand on the reins. For a few yards the policeman remained in the saddle and then slowly he toppled to the ground.

Seeing his victim slide to the snow, the slayer wheeled his horse about and galloped back to the red-coated figure. He jumped from his horse and looked at his recent pursuer, then deliberately shot the sergeant once more as he lay helpless.

Such was the cold-blooded murder of Sergeant William Brock Wilde, tall young Englishman of magnetic personality, who had joined that famous force of scarlet-coated riders in those stirring days toward the close of the century. The name of Wilde immediately calls to mind the name of his Indian slayer, Bad Young Man, better known as Charcoal. Hunted for the murder of a young Blood Indian named Medicine Pipe Stem, whose body was found in a cattle shed on the Cochrane Ranch just over the border of the reservation, Charcoal had led the police a merry chase over the rough country of the Porcupine Hills.

Inspector Jarvis of the Macleod detachment of the North West Mounted Police was in charge of the manhunt and he threw a cordon about the territory to prevent Charcoal's escape. River bottoms were searched, Indians on the Blood and Peigan reservations questioned, mountain passes guarded, but still the elusive Redskin escaped the toils of the tenacious "Mounties." More than once parties beating through the thick undergrowth had come upon signs of the murderer's presence, but each time his cunning and intimate knowledge of the country enabled him to outwit his would-be captors.

A LONG HUNT

From late autumn the hunt dragged along into winter, the leaves were off the trees and snow

was expected at any time. A month was up and the police and settlers were becoming exasperated and not a little angered at the apparent futility of their efforts. Nerves were at high tension when Sergeant Wilde came on the scene. Pressure of duties had forced his return to Pincher Creek but he followed the hunt with the keenest interest. Effort was at its highest pitch, for reports of the movements of Charcoal had been received at the post.

At last snow fell deeply and a patrol on Beaver Creek found traces of a camp there and tracks of two Indian ponies going south. The constable in charge of the patrol sent word to Pincher Creek. In the absence of the commanding officer Sergeant Wilde was in charge and within a few minutes he rode from the Barracks with an interpreter and two Indians. He soon struck a trail where the tracks were fresh and the snow deep. Wilde gave definite instructions the party was not to go closer than fifty yards for the fugitive was to be given a chance to surrender.

Covering about 20 miles Wilde topped a rise and caught sight of a rider ahead whom the interpreter identified as Charcoal. Wilde and his party rapidly advanced and Charcoal, hearing strange sounds, looked around.

"Stop," shouted the interpreter. But Charcoal's long-harried but wilful spirit was not yet broken and he taunted his pursuers to come and take him.

Wilde pressed his magnificent mount on, leaving his own party behind and rapidly closing the gap between himself and the Indian. Scorning unsportsmanlike tactics of shooting a man in the back, Wilde unsheathed neither carbine nor revolver. His main thought was to take the murdering Redskin barehanded.

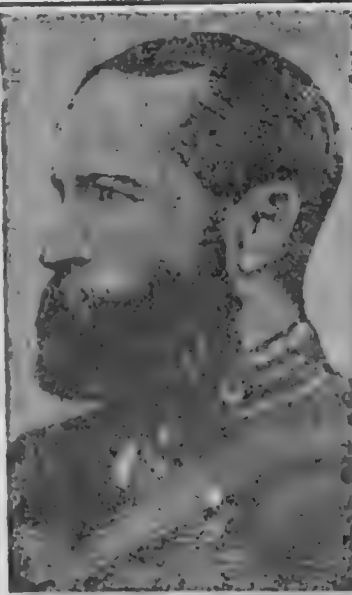
KILLED BY AN INDIAN

The galloping mounts drew closer together and when almost abreast, the Mounted Policeman reached forward to catch the outlaw and drag him from the saddle. Charcoal gave his horse a sudden

swerve to the left and Wilde's momentum carried him alongside the Indian. Charcoal turned, threw his gun across his saddle and fired, then spurred on. The bullet entered Wilde's right side, coming out at a point opposite on the left side and was found in the poor fellow's left gauntlet which was on his hand.

The rest of the story, how the scout in Wilde's party followed the fleeing murderer, how Charcoal sought shelter with his brothers on the reservation, how they delivered him up to the police, his trial and subsequent hanging, is all indelibly stamped on the memories of the police veterans and

FOUNDED MACLEOD



COL. J. F. MACLEOD

Commandant of the North West Mounted Police, who led his force in 1874 across the southern prairies into hostile Indian territory to establish law and order. Fort Macleod, afterwards Macleod, Alberta, was the first post established by this famous force 61 years ago.

those early pioneers of Southern Alberta.

The town of Pincher Creek erected a monument in Wilde's memory. There it stands today with those who are still alive and will live strikingly in the annals of the Force through the years to come.

THE BASSOFF CASE

Twenty-five years later!

Another manhunt is on, and over some of the same territory where the "Mounties" had sought the elusive Indian murderer, Charcoal. Civilization had made rapid strides over the prairies since Wilde's death—railways spanned the mountains, cities flourished where bare prairie and crude forts once had been, a war, the greatest in the history of the world, had been fought, but human nature in its pettiness, its narrowed outlook, its avarice, had not changed. Men still robbed and cheated and even killed their brothers to gain their own selfish ends.

It is a calumny that the white man who was sent by the Great White Mother to show the Indian the error of his ways, to teach him law and order and the benefits of peace, should himself, in many instances, prove such a poor example. The Mounted Police by their efficiency, their devotion to duty, the carrying on of the best traditions of the famous force, did make the Western plains a safe place for the pioneer, and played a major part in the opening up and development of the country.

It will be found that one step in crime invariably leads to another and that the second step comes much easier than the first. So it was in the famous Bassoff case back in the late summer of 1920. Southern Albertans have not yet forgotten the daring armed holdup of a westbound passenger train in broad daylight in the Crow's Nest Pass by Tom Bassoff and his two henchmen, George Akroff and Alex Areloff, of the widespread manhunt over the rough foothills country and mountain area by Mounted Police,

Alberta Provincial Police, Canadian Pacific Railway police, city forces and civilian posses, the trapping of two of the desperadoes in the Bellevue Cafe seven days after the train robbery, the bloody gun-fight resulting in the deaths of Corpl. Usher of the R.C.M.P., Constable Bailey of the A.P.P. and the bandit George Akroff. It is not forgotten that retribution followed those responsible for such cold-blooded murders, that Bassoff was captured near Pincher Creek and paid for his crime on the gallows at Lethbridge and that his lone follower, Alex Areloff, who escaped across the U.S. boundary, died a short time later.

Major P. W. Pennefather, at that time Superintendent at Lethbridge commanding "K" Division of the R.C.M.P., and to whose division Corporal Usher was attached, gives an interesting account of the happenings in that Crow's Nest cafe. The fact that so many men from this city were engaged in the manhunt has an especial bearing on this brief glimpse into Mounted Police history as it affects Lethbridge and Southern Alberta.

Descriptions of the train bandits had been spread far and wide and all strangers within the armed zone were closely scrutinized and their credentials checked up. Imagine the excitement when Bellevue citizens noticed two suspicious characters calmly eating a meal in the Bellevue Cafe—two who were at once identified as members of the hunted trio! Corporal Ernest Usher of the R. C. M. P. and Constable Evans Bailey of the A.P.P., both stationed in the Pass, were at once tipped off. These men knew their duty but little thought that that same fidelity to their oath should lead them to tragic and untimely death.

THE FIGHT AT BELLEVUE

Eye-witnesses tell a graphic story. Corporal Usher and Const. Frewin, also of the A.P.P., entered the cafe by the front door as pre-arranged, while Const. Bailey went to the back door. The police found their men in one of the

Traditions of a Famous Force

middle booths and, unlimbering their guns, sprang forward each covering a man—Frewin taking Akroff and Usher covering Bassoff.

"Throw up your hands!" ordered Corporal Usher.

"What for?" growled Bassoff. "Hold them up," again commanded the Mountie.

Things then happened quickly. The two bandits pulled their guns and Akroff opened fire with his German Luger, an ugly looking weapon holding ten shells. The policemen backed up shooting. Frewin opened fire with a light calibre weapon, his service revolver being strapped under his tunic. At this juncture Bailey stepped in to take care of Akroff while Frewin unlimbered his regulation weapon. Seven shots were fired into the booth and it seemed only a miracle the bandits escaped death then and there.

With bullets flying in all directions something had to happen and happen it did. Usher was mowed down just inside the cafe door and Bailey fell mortally wounded just outside. Bassoff, wounded in the leg, made for the door and as he passed, Bailey attempted to rise. The desperado coolly pumped two bullets through him and as Corporal Usher partly turned over in his dying agony, Bassoff drilled two more shots into the unconscious, prostrate form of the Mountie. Akroff, badly wounded, managed to get outside the building, shooting at the two policemen as he leaned against the wall. Frewin's shots had been vital, however, and he collapsed on the sidewalk, dying within arm's length of the policemen.

The whole battle had taken only a few minutes but the suddenness, the nerve, desperation and inhuman cruelty displayed, left citizens momentarily stunned. A posse was hastily organized and Bassoff's blood-stained trail followed into the bush.

For three days he eluded his captors and even had the audacity to force a miner at Hillcrest to prepare him some food. Bloodhounds were brought in from Seattle to track down the murderer but despite all precautions he managed to break through the cordon of police and citizens and make his way as far as Pincher Station before being apprehended without a struggle.

TRADITIONS OF THE FORCE

It is the firm conviction of Supt. Pennefather that Usher met his death in following the traditions of the Force—to take his man alive and use his gun only as a last extremity. It is believed Bassoff had his hands up after Usher's command and the Mountie therefore withheld his fire despite the fact that Frewin and Akroff were shooting it out with each other. With Const. Frewin's weapon out of ammunition and the momentary lull while Const. Bailey was taking his place, the bandits were given the chance they were looking for. It is thought Akroff turned his attention to Usher and, detracting the policeman's attention, gave Bassoff a chance to whip out his guns. It was then that Usher began to shoot. When his gun was examined after the fight it was found to be empty while all but three shells had been fired from Bailey's revolver.

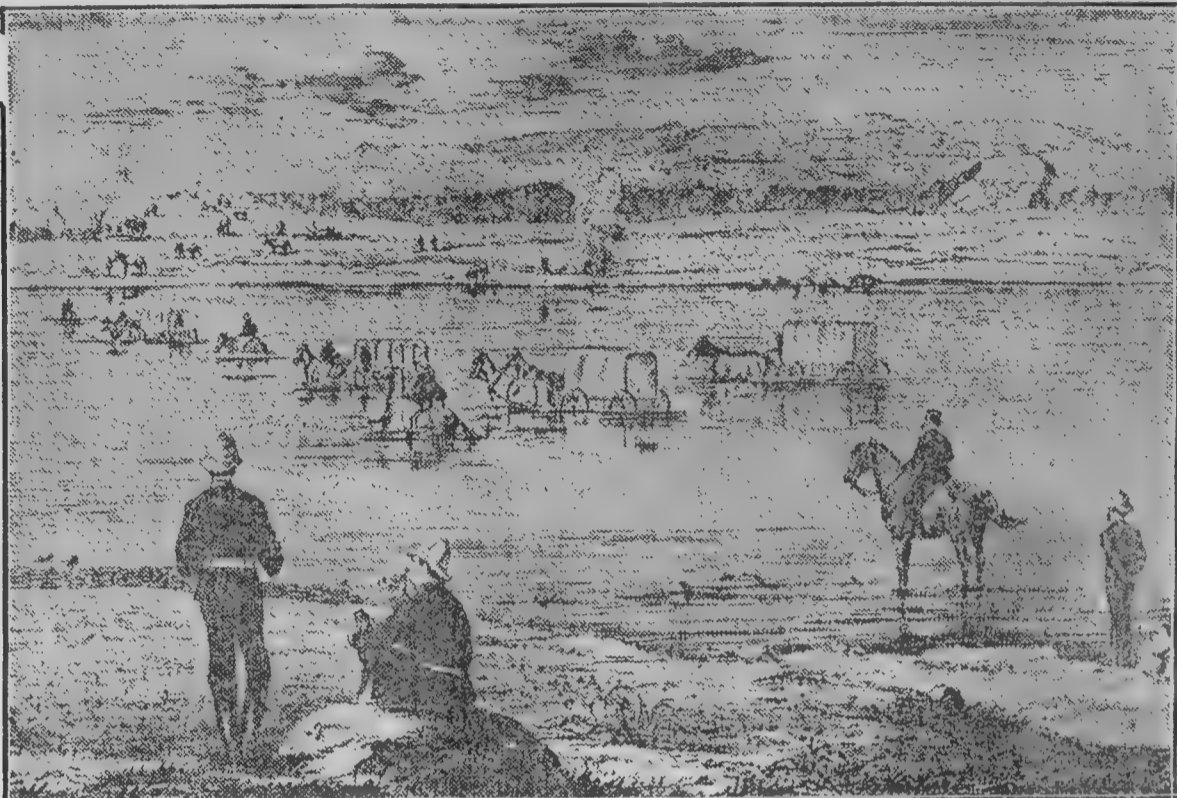
If Superintendent Pennefather's theory is correct, it bears out the best traditions of the Riders of the Plains and Usher's actions, while resulting in him losing his life in the performance of his duty, but serves to add to the lustre of the scarlet and gold.

WHEN THE MOUNTIES CAME

Civilization, it seems, follows in the footsteps of weary yet resolute feet. Hearts that are stout, wills that are strong and courage that is fearless in the face of seeming insurmountable difficulties, all go into the make-up of those who have pioneered the trails, who have toiled nobly and well and have seen the culmination of dreams once visionary and, perhaps, fantastic.

The milestones of history all down through the ages are marked by the treks of pioneer bands, expeditions and even nations. Recall the weary wanderings of the Children of Israel in the wilderness, the great expedition of Lewis and Clark in 1804 which opened up the Oregon country, the march of that resolute band of Mormons from Illinois across a thousand miles of trackless country and bitter hardship into Utah's great Salt Lake valley.

MOUNTIES CROSSING RIVER AT FORT WHOOP-UP IN 1874



Nearly 61 years ago, on Sept. 14, 1874, the Mounted Police "Originals" arrived at the Belly River opposite Fort Whoop-Up after their memorable trek across the western prairies from Fargo, North Dakota, via the Dirt Hills, past the Sweet Grass Hills, some 800 miles. When they reached the Belly River, H. Julien, staff artist of the "Canadian Illustrated News," who accompanied them, sketched the scene above. Col. Macleod in command endeavored to buy Fort Whoop-Up as headquarters for the new force but Healy and Hamilton, the owners, Americans who were flying the Stars and Stripes, refused to sell for the \$10,000 offered, so the troops trekked farther west, and established Fort Macleod.

It was upon a trek similar to these that 300 troopers set out across the Great Lone Land of Canada's prairie west in 1874. The destination was uncertain, not a map of the entire region existed. "They were delayed by detours around and through sloughs, lakes and swiftly flowing rivers, by stampedes of their horses, caused by terrific thunderstorms, by shortage of rations for both men and beasts, by countless thousands of buffalo which harassed them and frequently disputed the right of way, by the illness of heart-sick and weary men and horses and—worst of all—by a scarcity of water. . . . It was enough to tax the patience of saints and discourage the stoutest of hearts." So says J. D. Higinbotham of that great march in his book "When the West was Young."

The story has been told times without number of the formation of that now famous Force—the North West Mounted Police. Had it not been for the whiskey traders' demoralization of the Indian, the danger to the white inhabitants and the injury resulting to the country from such a condition of affairs, it is problematical whether there would now be in existence the "Mounties" as we know them today.

TOWARDS WHOOP-UP

It was toward Fort Whoop-up, situated at the confluence of the St. Mary and Belly Rivers and a few miles south of what later was to be the city of Lethbridge, that the troopers trekked. This fort, still remembered by Lethbridge old timers, was the most notorious although Forts Kipp, Stand-Off and Slide-Out could "whoop-er-up," too, when the "wolves" returned from their forays of despoiling the Redman of his furs, robes and horses. Whoop-up was built on a pretentious scale for John J. Healy and A. B. Hamilton and took the place of their pioneer trading post, Fort Hamilton, which was burned down in 1868. Solid logs and squared timber went into the construction with two bastions housing muzzle-loading cannon and a plentiful supply of grape and cannister in the form of 25-pound sacks of trade balls.

The police force moved westward from Fargo, N.D., through the Dirt Hills until it reached the Benton trail where it turned north over the Sweet Grass Hills to Fort Whoop-up. Anticipating stiff opposition to their armed entrance into what had previously been a lawless domain, the troopers approached the famous rendezvous with extreme caution. They were, therefore, much astonished and not a little relieved when they were met with open gates, the entire "garrison" being composed of less than half a dozen men. The traders, no doubt, were warned of the approach of the Canadian troopers and, having buried their contraband in the centre of the fort, evacuated the place.

WHAT MIGHT HAVE BEEN

It is said that Colonel James Farquharson Macleod, C.M.G., gallant commander of that little band, offered \$10,000 for the whole establishment, but as it was claimed that it cost over \$25,000 to build, the offer was refused and the Mounties marched on. Fate evidently was taking a hand in shaping the destinies of both the police and the country. Had the traders accepted Colonel Macleod's offer there might have been no Fort Macleod and no town which flourishes on its site today. Lethbridge, too, might never have been built where it now stands had a police settlement been established at Fort Whoop-up.

As it was, the police, refreshed after a well-earned rest, crossed the Belly river near the site of Lethbridge-to-be on September 14, 1874, proceeded thirty miles westward to Gallagher's Island on the Old Man river and there built Fort Macleod, named in honor of their leader.

LETHBRIDGE OUTPOST

In 1885 law and order were brought to the bustling community known as Lethbridge—situated some 30 miles east of Macleod—by the establishment of an outpost of Fort Macleod or "G" Division of the N.W.M.P. Captain Cotton, at that time in command at Macleod, ordered Corporal Eli John Hodder and five men to proceed to Lethbridge and form a post. The Belly river was duly forded at a point situated at the bottom of the coulee now known as the Laundry Hill, tents pitched in the vicinity of where Galt hospital now stands, and on August 1, 1885, the "Mounties" took over.

Lethbridge was a real western town and was beginning to suffer from growing pains. Liquor flowed freely in the numerous saloons and gambling "joints." Traders and settlers congregated in the town and many a boisterous time was had. The advent of the law was taken as a matter of course and the life of the new community thrived. Corporal Hodder kept a strict watch on everything, he was firm but just and his brief tenure in Lethbridge is still well remembered. He it was who opened up the town's first police office—a tiny white shack built near the Square close to the site now occupied by Frache's Flower Shop on Third Avenue.

PRAYED FOR CORPORAL

An amusing anecdote regarding Eli Hodder is recalled and its authenticity is vouched for by none other than his widow, still a resident of this city. It seems that Rev. Wellington Bridgeman, a Methodist minister who drove up from Medicine Hat two or three times a month to hold services in the barroom of the Lethbridge Hotel, was a tall, thin man, deep of voice and inclined to be strict

in living up to the letter of the Good Book. It was a source of much chagrin to him that the noise of hammer and saw continued undiminished even on Sunday.

Rising to pray one Sunday, he startled his congregation by booming out, "O God, grant that Eli Hodder be given grace and strength to bring to a halt this desecration of the Sabbath and grant, too, that the words of Satan be silenced in the mouths of the bullwhackers in the presence of our little ones."

It is evident the minister had plenty of faith in the persuasive powers of the policeman.

"K" DIVISION ESTABLISHED

Corporal Hodder resigned from the Force in November, 1885, and was succeeded here by Sergt. Chris Hilliard. The new sergeant remained only till the beginning of the year when Sergt. Bremner took over. It was in 1886, according to the official report of Superintendent P. R. Neale, who was then in command at Macleod, that the police buildings in Lethbridge were constructed on the present grounds. The next year, although Supt. Neale was still in charge at Macleod, "K" Division with headquarters in Lethbridge was established, Supt. A. R. Macdonell being in command. The local post had a strength in that year of five officers, 62 non-commissioned officers and constables, 48 team and saddle horses and 15 light and heavy wagons. The barracks were completed in 1887.

Supt. R. Burton Deane became commanding officer of "K" Division on May 1, 1888, and remained in charge continuously until 1897.

(Continued on Page 26.)

NOW POLICE CHIEF



EX-SERG. MAJ. T. NICHOLLS as he appeared in 1928 while a member of the Mounted Police here. He is now Chief of the Lethbridge City Police Force.

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'K' Division History

(Continued From Page 25.)

On January 28, 1898, Supt. Deane took command of "D" Division at Macleod and while there he maintained some supervision over Lethbridge. Actual charge of this division however, was in the hands of Inspector W. S. M. Morris. This officer carried on till the turn of the century when Supt. Deane took over both "D" and "K" Divisions but moved his residence back to Lethbridge.

Records reveal that in 1901 Inspector H. S. Casey assumed command and remained the post's chief officer until Oct. 31, 1902, when he was relieved by Superintendent J. V. Begin. Not until January 29, 1906, was another change made when Superintendent J. O. Wilson, afterwards Assistant Commissioner, took charge.

MOUNTIE PATROL

Lethbridge was developing rapidly and homesteads were at a premium in the district. Work of the police increased correspondingly and old time ranchers and farmers recall the days when the "Mountie" on patrol would stop in to give him the latest happenings. The policeman was the contact man between the isolated settler and the outside world, he was protector and helper, he was friend, counsellor and many times physician. Strong bonds of kinship were cemented in those early days between policeman and pioneer and these bonds have endured through the years.

Supt. Wilson retired from Lethbridge Division on April 1, 1915, at which time Supt. P. W. Pennefather took charge. The regime of this popular officer is well remembered in Lethbridge and much regret was expressed when he relinquished command in June, 1922. Supt. C. Junget, now Assistant Commissioner at Halifax, was Pennefather's successor and his tenure in office here continued uninterrupted till March 1, 1932 when "K" Division, Lethbridge, disappeared. From 1917 to 1932 Alberta police work had been taken over by a provincial force—the Alberta Provincial Police—leaving national parks and federal acts for the jurisdiction of the R.C.M.P. In 1932, however, the A.P.P. were disbanded, its members absorbed into the Mounted Police and by special agreement between provincial and Dominion governments the Scarlet Riders again rode Alberta's plains.

"K" Division now has its headquarters at Edmonton and Lethbridge in its present status is a sub-division of Edmonton.

Under the change the first officer in charge here was Inspector Keith Duncan who was commissioned on April 1, 1932. He had served in the ranks of the R. C. M. P. and had been an officer in the A.P.P. He was transferred to Banff early in the summer of 1934 and in July of last year Inspector W. V. M. B. Bruce was placed in command of this sub-division and is still its chief officer, popular with men and citizens alike.

Inspector Bruce has seen over 26 years of service with the Force and ten years of that time were spent in the Arctic. Herschel Island, Coronation Gulf and Yukon Territory are all well known to him and besides this he served with the R.N.W.M.P. "B" Squadron in Siberia in 1918-19. He was appointed Inspector on Feb. 1, 1920.

An interesting happening in connection with old "K" Division took place in 1921 when a First Aid team, entered by the police under the auspices of the St. John's Ambulance Society, won the coveted Shaughnessy Shield. This was the first time the trophy had been competed for west of the Great Lakes by uniform police First Aid teams. The members of that winning team were Const. N. G. Kerr, Const. J. Burns, Const. D. Hay, Const. W. Henderson and Const. R. Lipton. In 1922 the "K" Division team won second place in the same competition.

Marksmanship is an important part of a recruit's training and Lethbridge has produced some of the finest in the Force. Sergt. Ford, Sergt. Forsland and Corpl. Mowat are outstanding and have taken part in numerous competitions.

It is interesting to note that Lethbridge's present Chief of Police, Thomas Nicholls, was formerly sergeant-major at the Barracks here. He served with the Mounted Police for over 28 years, 16 of which were in northern ser-

"NO COMPLAINTS"



A settler on the prairie signing a Mounted Policeman's patrol sheet.

vice at Lesser Slave Lake, Fort Churchill, Norway House and the Yukon. He was also a member of the Coronation contingent which visited England in 1911 when King George V. was crowned, the silver jubilee of whose accession the Empire is observing this year.

THE SCARLET RIDERS

No institution ever established by the government of Canada has more fully realized the hopes of the country than the Mounted Police. For over half a century the Scarlet Riders have been the pride of the Dominion. Whether tracking down the smuggler, the horse thief, or digging some half-frozen miner out of the snows of the Arctic lands, the "Mounties"—as they are now affectionately called—have always been equal to the task and duty imposed upon them. Their splendid contribution to the traditions of Canada is that the transition from primitive pioneer conditions to the complete establishment of civil institutions has been conducted through their agency with perfect law and order and with the same safety for life and property as obtains in the settled communities of other parts of the Dominion.

T. Morris Longstreth in his book "The Silent Force" sums up the Force perfectly and no better summation to this article could be given. He says:

"The Force is greater than its men, greater than the sum of all its parts, because it is that sum plus the spirit of those who have gone before. It is an historical and living tradition into which bright deeds or grey are being woven daily, but which is preponderantly a tissue of the corps in its entirety. In their shirt sleeves the men share the foibles of the average. In uniform the Force is as invincible as blood and flesh can

be. Its men are those you might meet anywhere; but the Force is something you have always dreamed of meeting and never can. It is an idealization which its members, in the supreme moments of crisis, have lived up to at the expense of prudence, money, and their lives. Its conduct is imbued with a personality to which all feeling people are responsive. By an adherence to this idealization, by a cohesion about this central principle for which the name stands, the Force has withstood outer dangers and inner decay, has survived political stupidity, and political chicanery, and popular blindness. It has remained unhurt even by its fame. The Force seems safe. It is not likely that Canada will go backward, or that the Force will be less necessary, or that men will cease to hunt excitement or usefulness in its service. Indeed, the contrary is taking place. Presently the public will awake to this, and, taking its eyes off the storied days, will see that new doors have opened to the Mounted Police, who already are on the way through. There will be new tales told, new laurels twined for the occasions now preparing."

—1885—1935—

Do You Know?

THAT Lethbridge's first Board of Trade started the movement for the incorporation of Lethbridge as a town.

THAT there is in existence a poll sheet recording how the ratepayers voted when the question of incorporation was submitted to them on July 10, 1880.

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From the modest beginning of this business to the present time it has been one steady expansion until locating in our present commodious quarters this year. We appreciate the fact that you, the citizens of this district helped us develop and to keep pace with the growth of southern Alberta and will sincerely endeavor in the future to merit your esteemed patronage by giving you the type of service that has built this the only business in its line in Lethbridge. In fact it could not have grown had not the public realized the importance to itself of the service we render.

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LETHBRIDGE, ALTA.

The Galt Family

THE Galts were colonizers. To those who know the history of the Galt family there is no surprise that Elliott Torance Galt had so much to do with the founding of Lethbridge and the colonizations of the Lethbridge Plains. For his father, Sir Alexander Galt, and his grandfather, John Galt, were builders of Empire before him.

John Galt (1779-1839) was a Scottish novelist. He was born at Irvine, Ayrshire, educated at Irvine and Greenock, and read largely from the public libraries while serving as a clerk in a mercantile office. His business career in his early days was not very successful, and he studied for the bar at Lincoln's Inn but was never called to the bar. He went abroad where he travelled with Byron and Sir John Hobhouse. Following this he wrote largely, "The Annals of the Parish," published in 1821 being considered his masterpiece.

In 1826 he came to the North American continent as secretary to the Canada Land Company which was carrying out an extensive scheme of colonization between Lakes Huron and Erie in Upper Canada. In this position as active head of the company he did much to colonize the Galt Strip, establishing the towns of Galt, Guelph and Goderich between 1826 and 1829. He returned to Scotland a commercially ruined man in 1829 and for the rest of his life devoted himself to his literary pursuits, publishing in 1834 his "Literary Life and Miscellanies," dedicated to King William IV, who sent the author a present of £200, whereupon he retired to Greenock where he continued his literary labors till his death in 1839.

Sir Alexander Galt, the Canadian statesman, was the youngest son of John Galt, the Scottish author, and was born in London, Eng., in September, 1817, emigrating to Canada in 1836, six years after his father had returned from his colonization undertakings in Upper Canada. Sir Alexander settled in Sherbrooke, in Lower Canada, where he entered into the service of the British American Land Company, of which he rose to be chief commissioner. He was later one of

the contractors extending the Grand Trunk Railway from Toronto westward into that part of Upper Canada with his father and helped to colonize. In 1849 he entered public life as Liberal member for Sherbrooke, but broke with his party on the Rebellion Losses bill, and in the same year signed a manifesto in favor of union with the United States, believing that in no other way could Anglo-Saxon ascendancy over the French majority in Quebec be maintained. Thereupon he retired from the Union Parliament of Canada (Upper and Lower Canada), but re-entered it in 1853, and for the next 19 years, until 1872, was chief representative of the English-speaking minority in Quebec.

From 1854 until 1867 he was a strong proponent of confederation of the provinces, and was one of the "Fathers of Confederation" at the famous Charlottetown conference when the Dominion of Canada was formed. Prior to this, in 1858, after refusing to form a ministry in the Canada parliament, he joined the ministry of Sir John A. Macdonald and Sir George Cartier as finance minister, and his influence had much to do with inducing Macdonald, Cartier and Brown to undertake Confederation. After Confederation he became the first finance minister of the Dominion of Canada, but suddenly and mysteriously he resigned on Nov. 4, 1867, and became a proponent of independence as the final destiny of Canada. In 1871 he was again offered the portfolio of finance on condition of abandoning these views but declined. In 1880 he was appointed Canadian High Commissioner to Great Britain, but retired in 1883 in favor of Sir Charles Tupper. From then until his death in September, 1893, he lived in retirement.

Elliott Torance Galt, grandson of John Galt, the Scottish author, and son of Sir Alexander Galt, Father of Confederation, was born at Lennoxville, Que., May 24, 1850. His life in Lethbridge is the subject of a lengthy sketch in this issue by Charles Alexander Magrath. Like his illustrious grandfather he, too, was a colonizer, and to him Southern Alberta will always owe a debt of gratitude.

An Old-Timer Speaks

(Rev. A. M. Gordon, pastor of Knox Church, Lethbridge, early in the present century, has sent us the following verse which is particularly appropriate for the Jubilee edition: You're celebrating now, my lads, the city's jubilee Just let me tell you of the progress I have lived to see.

To speak to someone far away you use the telephone;
And o'er the wire he hears you talk, or sing, or laugh, or groan.
To hear a concert or a speech in London or Berlin,
If you possess a radio, you merely listen in.
To travel east to Medicine Hat, or west to Pincher Creek,
By motor, is easy as playing hide-and-seek.
You've trees to shade you from the sun, and pools wherein to dive;
You've gardens where the berries grow, and vegetables thrive.
You've houses comfortably built—a bath in every flat—
The temperature regulated by a thermostat.

But when we came to Lethbridge, just 50 years ago.
The place was very different from the city that you know.
We'd seldom heard of telephones; the radio was unborn;
No motor cars went shrieking by, with loud, discordant horn.
The bull team brought our merchandise; its pace was rather slow;
For oxen are not motors; but they would always go.
And then we had the turkey-trail—a railway of a sort—
Where little locomotives would pant and grunt and snort.
The prairie was as bald as one whose cranium was bare,
Because he'd used his head so much that he had lost his hair.
The only fruit we had was canned, the only milk "tin cow";
The doughnuts were called "sinkers", the sausages "bow-wow."
The houses, well, the most of them were little more than shacks,
Where ventilation was effected through the chinks and cracks.
We hadn't all the comforts then that now fall to your lot;
And yet the old days had a charm which modern days have not.
For we were all one family—at times a lively bunch,
Like horses fed in pasture when given oats to munch.
But we stood by one another, and we weren't put about.
When asked to help a fellow who was poor or down and out.
Although we had no gramophones or "movies", we had books;
And there were men among us who had brains as well as looks.
We had each other's company, and many a pleasant chat,
As we smoked our pipes together, and talked of this and that—
Of politics, of wanderings, of cattle, of police
Who kept "bad men" in order, so that decent men had peace.
And when we got a hospital, we held a yearly dance,
To raise the funds to run it; then the ladies had a chance;
For there were men in plenty, from town and plain and hills,
Men who could throw a lariat, as well as dance quadrilles.
Our houses weren't roomy, nor long our bills of fare,
But we had food sufficient, and we were glad to share
Our best with friends and visitors at any time of day
And they reciprocated; and no one thought of pay.

But those old times, like childhood's year, are gone beyond recall;
The rope that hung from saddle-bow now hangs upon the wall.
We've had our day; we've done our bit; old timers now are few;
And so it's up to you, my lads, to see what you can do.



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we may, as an organization,
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of the burden necessary to make
the years to come even more
prosperous than those just past.



'Westward Ho' With an Ex-Mayor

(By WILLIAM OLIVER,
Ex-Mayor of Lethbridge)

HERE COMES a time in the life of man where he has passed the allotted span of three score years and ten, when he likes to sit and think of the trail he has followed for over 50 years. Where he started in Western Canada in its pioneer days, what has happened on his journey, the development that has taken place, and where he has landed in the hum drum of our unsettled world.

Winnipeg, Manitoba, where the writer arrived from Ontario on the 17th day of March, 1882, was the gateway to the great prairie country of the west. The Canadian Pacific Railway had started building from that point, heading towards the Pacific coast. All the supplies for the building of the road came from the south and were unloaded there for storage until needed for construction.

On the date of my arrival the railway from the south was still crossing the ice on the Red River into Winnipeg. A wooden railway bridge was under construction and was completed before the ice broke up.

Building Boom

Winnipeg was the capital of Manitoba and had a population of between four and five thousand, engaged in building, business and real estate. Its real estate boom was the first in proportion to any that had taken place in Canada. Fortunes were made overnight and when it broke in the summer of 1882 many were left high and dry and the big fellows holding the sack. It was probably the worst experience in real estate for the men who thought they were rich that had ever taken place in our Dominion up to that time.

Not being satisfied with Winnipeg as a place to settle, and being of an adventuresome nature, also thinking of the great new country to be opened in the west, I left by railway for Brandon at four o'clock, March 23rd. Two hours afterwards the train ran into a blizzard from the north. The engine died and we were at the mercy of a howling storm during the entire night. To make matters worse the fuel to feed the heating stoves in the coaches ran out and we had nothing left to do but walk back and forth to keep warm until morning. Then a more serious situation developed—the train was entirely snowed in and having no dinner or food on board everyone was hungry. Things looked desperate, there was no relief in sight. We asked the conductor how far we were from the next station, he said we were about seven miles from High Bluff so another young man and myself took our kit sacks and started out. The day was fine with clear sky and bright sunshine. We had not gone more than three miles when my friend became snow-blind and between leading him and carrying his sack, we reached High Bluff at sundown, where after a trying experience, we received fine hospitality. Six days later our train came along and took us on to Brandon.

The railway had reached the crossing of the Assiniboine river where we again crossed over the ice by train. A wooden truss railway bridge was being erected and nearing completion. Trains were running over it within a month after our arrival.

Early-Day Brandon

Brandon was the railway terminal. The steel had been laid west to Oak Lake, but nothing other than construction trains went further west. It was the jumping off place for everything and everybody going into the great plains ahead of the railway, and the scene of great activity in 1882. It had nothing in the shape of buildings except a small frame railway station, several small business shacks and hundreds of tents of all sizes. The C.P.R. were exerting all their energies getting railway ties, construction material of all kinds to the end of the steel for extending the road to the west. Local building was at a standstill, it was impossible to get material delivered, and hundreds of men were idle. Then came the great river flood. It was soon out of its banks and inundated the whole valley. The C.P.R. bridge was in danger of being swept away but was saved by flat cars loaded with steel rails for its entire length and hundreds of men diverting logs, ice cakes and other

floating debris from its centre pier. With the railway tied up again things did not look promising. Many looking and waiting for work became impatient and homesick. The first train after the flood going east carried many disheartened men and women who never returned.

Shortly after the flood things began to happen, train after train of settlers' effects, oxen, wagons, implements, lumber, merchandise, men, women and children came from eastern Canada, Great Britain and United States. The railway yards looked like a great country fair. Trunks were piled along the railway like cordwood as high as men could throw them, the greatest land boom in the history of Canada was on. Many were doomed to disappointment and fell by the wayside after passing through this land crazy boom for four months.

Everybody Land-Hungry

I sometimes sit and think of Brandon in its early days, and what it was all about, and also why I was a victim, after four months of watching the crowd go by. Everyone was land-hungry, the country was surveyed into sections, halves and quarters and maps were given to all prospective settlers, showing the prospective railway, lakes, rivers, streams, trails, etc., and it all looked like the promised land on the map. The country itself was an unknown quality, it had been crazing for the buffalo and home for the Indian for generations, but for the raising of foodstuff for the white man little was known, and then, it was like taking life in your hands going into the wilderness without doctor, nurse or hospital, and in case of sickness no way of getting back to where you could be taken care of.

It had its terrors, but many took the chance and like the settlement of all new countries it was the survival of the fittest, the young, sturdy and strong. Day after day hundreds of settlers left Brandon in covered wagons drawn by oxen, some going south, some north, but mostly going west to the great plains ahead of the railway.

MAYOR 1901-02-03-04



WILLIAM OLIVER

Young, elderly, middle-aged men and women, all eager to take a chance on making new homes on the great lone land of Western Canada. In the midst of all this trek of humanity nature cast a rude mantle over the scene. On the evening of May 21st the wind whipped into the north, icy blasts from off Lake Winnipeg or farther north, came tearing over the prairie accompanied by snow and for the next two days we were experiencing a real western blizzard. Tents were a poor substitute for lumber in such a storm, many were blown down, others carried away or ripped to pieces. Man as well as live stock suffered for lack of shelter and food. Hearts were broken and discouragement was rampant.

Many Quit Country

"Leave the country to the Indians, why should we take such a place away from them?" was heard on all sides. Trains were stalled from drifted snow. The first passenger train of three coaches

going east was loaded to the doors with people leaving the country. Men were trying to sell their outfits for what they would bring. Times were hard and money scarce and it was hard to dispose of anything after the storm. My small house with a canvas roof was a shelter for many, especially women who crowded in and slept on the floor and of whom very few stayed in the country. Their suffering was deplorable, both mental and physical, their all was staked with their husbands in getting a western home. After the cloud comes the sunshine. The weather began to warm up, the grass on the hill-sides took on a green tinge, the sun came out strong infusing new life into man and beast. Things changed quickly, trains were coming again loaded with settlers' effects, lumber and building material was being delivered and the land boom was on greater than ever. Lots began to change hands and building was brisk. I had steady work as a carpenter at twenty-five cents per hour and a ten-hour day. On the side I bought and sold real estate and after selling the last lot I owned thought I had enough money to start farming and become independent. Then I was caught in the net—the lure of a free life away west was enchanting.

Heading West

Straying among the prospective settlers one evening I met a man who wanted to sell his outfit and return to Ontario. We closed the deal for four hundred dollars cash, all hard earned stuff. It was a good outfit, team of young oxen, covered wagon, mower, rake, plow, tent, cooking utensils, six months' provisions, axe, shovel, ropes, etc., all new. I then asked the young man who came west with me to join me again for company; he gladly accepted and one morning towards the end of July we pulled stakes and headed west looking for new pastures and a free homestead each. Our troubles got well under way the first day, we found our oxen had been trained by either a Frenchman or a Swede,

they did not understand English, gee or haw did not mean anything to them. We had to take turns walking alongside to keep them on the trail. The flies and mosquitoes were fierce, we had to build a smudge at night and keep the oxen on picket. It was impossible to get much sleep except in the day time. We had made a bed in the wagon and took turn about sleeping when travelling some two miles an hour. Our oxen soon began to get used to us and were as game a pair of steers as ever were hooked up. The country we were passing through was rolling and bluffy, poplar groves, small lakes, streams with prairie in between. We were on the Red River cart trail leading to Fort Qu'Appelle and sometimes within sight of grading outfits on the railway right of way. The fourth day out was an exciting experience for us. We were hailed by a man coming from the woods who wanted help. He told us the outfit he was with were bogged down and the oxen had been in the mud all night and were helpless. Until he spoke we did not know whether he was Indian or white as he was covered with mud and looked as if he had on a blanket. I had my loaded rifle alongside of me but saw he was unarmed and when he came closer we saw he was white and offered him assistance. We followed him over a rise of ground some two hundred yards and came to a scene hardly believable. Three teams of oxen attached to three wagons mired down at the edge of a lake.

Bread and Ale

The oxen were all lying helpless half buried in mud, the wagons down to the axles and six English settlers, all male, covered with mud were having breakfast of bread and ale. I will never forget the sight nor the way my young companion felt when he whispered to me to continue our journey as he thought we were unable to help them out in any way. I had a different idea after surveying the situation and remembering we had 200 feet of inch rope. I thought it easy to use our oxen to pull the mired animals one by one to dry land. It worked to perfection to the surprise and joy of the owners. All their oxen were pulled out in less than two hours but were all so weak they could not rise. They all revived in a short time and were soon able to eat and drink! With the help of six men and our oxen we soon had their wagons out, and amid the thanks and admiration of the owners we resumed our journey.

"Westward Ho!" The weather was hot, our oxen tired easily, the flies were bad. Sometimes the trail would lead into a pond of water several feet in depth where we would have to make a detour around it to get back on the other side, thus showing the country had been subject to dry and wet cycles. The monotony of our journey was broken at times by shooting the head off a prairie chicken or rabbit with a rifle and dressing them on the way for a stew in camp. Thus the days were spent travelling west at two miles per hour. We were again in sight of the railway grade, mules and men hard at work levelling up the earth for ties and steel among the poplar groves and alongside hills. It never came to my mind in watching the building of the railway connecting eastern and western Canada that in the next 50 years it would play so important a part in the commerce of the country in fact of the world. Nor did it occur to me of the trips I have taken over it in that time for pleasure and business. We were more interested in our own affairs and the prospect of a future home than in railway building.

The following day was sultry and hot, our oxen lolled along the trail with their tongues out, no cloud appeared in the sky until two o'clock in the afternoon, when a small one started to form in the west and a clap of thunder, with a breeze of cool air told us a shower was coming. We unhitched our oxen and led them into a clump of woods, coming back to the wagon we saw white objects bouncing up from the ground ahead on the trail and we were soon in the midst of a tempest of rain and hail. We were under canvas in our wagon but in holding the flaps together with bare hands they were soon badly battered by large hail stones, some over one inch in diameter driven by the terrific wind. The front of

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Letter Written From Lethbridge Colliery To England, Aug. 19, 1883

That a letter written at Lethbridge Colliery on Aug. 19, 1883, should have found its way back to Lethbridge, and become a matter of record in the city's Jubilee year, 1935, is highly interesting. John R. Wellington, who has operated a painting and decorating business in Lethbridge since early in the present century, has made available to the Herald a letter which he has among his possessions, a letter written in 1883 by his cousin to Mr. Wellington's father and mother.

Britton Stephens was the writer of the letter from Lethbridge Colliery before Lethbridge had been named. Warrant Officer and Mrs. Peter Wellington received the letter in their home in England, and it came down to their son John with other family heirlooms. Britton Stephens was a nephew of Capt. Nicholas Bryant who had come from England to Nova Scotia where he was engineer in a mine for several years, and had then joined William Stafford at the request of Sir Alexander Gait to come to Alberta to prospect for coal and develop a mine if a suitable seam were found. The seam was found, Lethbridge Colliery was the result.

Evidently Britton Stephens, in the spring of 1882 made his way by rail to Bismark, North Dakota, where he took the steamer Benton of the Port Benton Transportation Co., for among the effects of the young man now in Mr. Wellington's possession was a meal ticket, No. 54, made out in his name, and date stamped May, 1883.

Arriving in Lethbridge young Stephens was engaged by the Lethbridge Colliery staff, and his letter to Warrant Officer and Mrs. Wellington the next year reveals something of conditions as they then obtained. The letter in part follows:

Lethbridge Colliery,
August 19, 1883.

Dear Uncle and Aunt:
(The first part of the letter is of a private nature.)

"I was laid up for a fortnight

with a cold on the chest. I caught cold sleeping on a barge with just one blanket over me. It was a very cold night. We do not think much of sleeping outdoors here but it takes a lot of blankets. I did not leave my parents know that I was laid up. If I had they would have worried over it. I will inform them the next time I write them as I am proud to say I am well again.

"I dare say you want to know something about the great North West which is, I believe, the topic of the day in most countries at present. The country is one vast prairie for thousands of miles. It is the same as the ocean. The level land and the sky above is all you can see, and if you want to go to a destination of a hundred miles, you take a compass or an Indian guide. The latter is well adapted for the business as a guide. You can travel hundreds of miles and not see a house, human being, or even a tree. The place that we are situated in is a river bottom about one mile in width, and a good many trees on it. The Belly River is about 100 yards west of our house. In the spring of the year it is a pretty large river for about three months. That is due to the snow coming out of the Rocky Mountains. It is only about three months of the year that it is navigable. The company of this mine was greatly disappointed when they found that the river was navigable no longer.

"There is strong talk of a railroad being put in here from Medicine Hat. That is the nearest point to railroad from here. It's a distance of 120 miles. Until there is a railroad here the Lethbridge Colliery will not amount to much but they have one of the finest coal fields in the world. It is of no use for me to begin to describe the mine to you as I don't think it would interest you, it not being in your line of business. It is a good healthy country. Good wages, I get 2.75 dollars or 11 shillings per day and my diet provided me. We get good times, easy work. There are 22 men here which are

mostly Nova Scotians. We are just three Englishmen here.

"You wished to know about the steamboat which was built here. She was 175 feet in length, 31 feet breadth, flat bottom, a different kind of boat to what you have been accustomed to. When light she draws six inches of water. When her cargo is in her she draws 2 feet. The river they have to go over is very narrow and crooked, and the current runs at a rate of six miles per hour. The river is full of boulders and sand bars, and the art of navigation is looking on the water and telling which is the deepest water. I have been told it takes considerable practice to learn to navigate these rivers. There are only about three months in the year that the river is navigable. Pilots on boat get \$30.00 per month. That is good pay, but farming has the lead of this country. We have got 340 head of cattle on our farm. Some farmers as much as 10,000 head of cattle. I think I have given you news enough for this time. I am proud to think I have an uncle who holds such a prominent position in H.M. services. I dare say you will be sorry when your time expires."

Your Affectionate Nephew,
Brit Stephens.

Warrant Officer Wellington was in the navy, hence the efforts of his nephew to describe the boat and the navigability of the Belly River.

Young Stephens some time later contracted typhoid fever, and passed away, and is buried in the same plot on the River Bottom as the son of Mr. and Mrs. William Stafford, who died of the same malady the same week.

When Mrs. Bryant returned to England some years later she took with her a calling card of Mrs. W. Stafford. This card, too, is among the papers having to do with early days of Lethbridge which Mr. Wellington now prizes highly.

A Fort in Qu'Appelle Valley

(Continued From Page 28.)

Our wagon soon filled up and wet our bedding and supplies. After it was over we were a discouraged outfit, the ground was covered with hail to a depth of four inches. We built a fire to dry our bedding which took nearly all night. On going to look for our oxen they had not moved and seemed to have enjoyed their cold bath, they also had new company in the shape of four-horse mule team attached to the front wheels of a wagon. They had stampeded from the railway grade and found shelter in the woods beside the oxen. The driver soon came along to claim them and said he found shelter under a slusher during the storm.

Again on the Trail

Next morning we were on our way again with cooler weather and our oxen much refreshed. Several days on the trail again at midday we came to the banks of the Qu'Appelle River, the first sight of which has never left my memory, stretching away to the northwest the beautiful valley lay under a noon day sun, two lakes with popular woods away in the back distance, the grass waving in a gentle breeze like fields of grain, the river winding its way towards the east, the Hudson Bay fort with its stockade all painted white lying below us made a panoramic view never to be forgotten. We had decided to cross the river at this point and follow along its north side to a long lake showing on the map sixty-five miles long, thinking it would be a good place to locate. Pulling down the winding trail to the Fort and after a few purchases at the store we crossed the river by ferry for which we were charged one dollar. We pitched camp where the grass was knee high and rested our oxen a couple of days.

At the end of that time we were joined by a party of six men with two teams of oxen going to locate at Loon Creek on the north side of the river. Two days afterwards we arrived at their location

grounds, a beautiful valley with grass and peavine up to the wagon axles, with Loon creek winding through it. One of the men had been on the survey the year before and located his future home, and all the others were well pleased with his judgment. They soon had a strip of plowing done on each homestead to keep off claim jumpers, as they called them, until they could get government entry. We continued our journey and in due course arrived at Long Lake. Our oxen were beginning to get foot sore so we decided to give them a week's rest while we explored the lake and the land around it. To our great disappointment we were unable to find anything suitable for a location.

Fishing on the Frontier

The first evening of our arrival at the lake I thought of my fishing tackle, several spoon hooks and a strong line, purchased from a man in Brandon who was leaving the country. Walking down to the lake I swung the spoon around and tossed it into the water. The surprise I got was a shock; no sooner had it hit when a pike some seven or eight pounds wanted it for a meal. It can be imagined the thrill a young man gets on landing his first seven or eight pound fish and the delight of having fresh fish for supper after living on salt pork and flap jacks. We had fresh fish every day and on leaving had several salted down in a wooden bucket. After four days at the lake we decided to abandon the north side of the river and it being in flood, we had to go back to the ferry at the Fort. Coming to Loon creek we found it abandoned, a few furrows plowed and a few logs piled on each quarter was left to hold the claims. Crossing on the ferry and climbing the hill we were soon on the trail leading west to Wood Mountain, the last home of the buffalo in western Canada.

On the way we met a party of halfbreeds who had a number of buffalo robes for sale, they were tanned and lined with blankets of various colors, they looked to me

LETHBRIDGE'S FIRST STORE



The first store erected in Lethbridge after the townsite was surveyed in the spring of 1885 was built by the late Harry Bentley, who came here from Medicine Hat. Mr. Bentley opened up his store in a tent first, then built the shack with the sign in front, and before fall had erected the two-storey building in the picture. Consumers' Hardware and Supply Co. occupies the fine brick block on these premises today.

like good protection for the coming winter. I selected two and after a battle of wits in regard to price, bought them for fifteen dollars in gold. They made a good bed under our blankets but to our dismay, we soon found I had not only bought the robes, but a number of "livestock" for which I had not bargained. Our trouble was solved shortly afterwards in a peculiar way. Coming to a boggy creek with its sandy bed the day hot and dry we decided to rest and clean up on our visitors.

Ants Do the Job

Dozens of ant hills were along the creek and we let them do the job by placing a robe and blanket on each hill, also our underclothing, they did the rest. We were overjoyed at having none of our company left and sang praises to the ants for their services. The following day we were again in sight of the railway grade where men and mules were toiling with earth. We were getting tired of our experience of prospecting the country for a home location. The

plains around us looked good, settlers were coming in and locating so we decided our journey was about ended. The following day we camped on Pile of Bones creek one mile and a half west of where the C.P.R. station in Regina stands today. Six North West Mounted Police tents were on the creek, hundreds of men and mules were piling up the grade for the great railway connecting the Atlantic and Pacific oceans. After resting our oxen for a couple of days a man who had been on the survey the year before located us on an even numbered section of land with adjoining homesteads. During the night, our first on our future home for the next four years, a terrific thunder storm came up, rain came down in torrents, our tent was soon flooded, we had to stand and hold our bedding out of the water, sleep was out of the question, luckily our supplies under cover in the wagon were not harmed. Next morning our oxen were missing and could not be found, near midday I came on their

tracks on a trail going west, I followed them for hours and found them lying down miles from camp. Heading them back it soon became dark, the mosquitoes were terrible and along with oxen I was soon tired out. We were up and down on the trail all night but were back in camp early next day.

Plow First Furrow

The same day we plowed our first furrow on the bald-headed prairie and had our claims secured. The following days and weeks were uneventful but busy ones for us. Building a log cabin, putting up hay to winter our oxen, breaking up prairie, all were hard but interesting work. A neighbor agreed to winter our oxen for the hay we had put up. We again hit the trail looking for a winter job. Up till now I have not named or described my young companion, as he was to be my neighbour for the next four years and also took part in an episode that happened

between us many years afterwards, which I will later refer to. His name was Donald Headrick, born in Glasgow, Scotland. His father was a baker, a brother in Glasgow afterwards became a prominent lawyer. His father sent Donald out to Ontario to learn farming where he worked for my uncle two years. He then decided to come west with me. He was well educated, played the violin and was good company. During the winter of 1882 and 1883 he held a position with the C.P.R. at Moose Jaw, the terminal of the road that winter. I went to Wascana, reported to be the Indian name for the creek before mentioned as Pile of Bones and now Regina. It was located on a level plain without water except from the creek one and a half miles distant, a most uninviting place for the city that stands there now. When I arrived a few tents were standing on the site, the grading outfits had all moved west except one grading a spur track or siding. I took over the lines of a pair of mules a sick man was driving

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"Look, Molly!

We've Lived in Lethbridge Fifty Years!"

"Yes, John, and hasn't it been a good place to live, and haven't we been happy with our family, our friends, and our home?"

"And do you realize, Molly, that for more than 25 years we have relied on, and bought all our building material from Mr. Yates" of the

YATES LUMBER YARD

Laying of Steel—The Last Buffalo

(Continued From Page 29.)

and stayed until the siding was completed. When the contractor moved west I did not go along. Taking a position with a lumber man who was starting a yard, I remained in Wascana that winter.

Laying the Steel

The steel gang arrived from the east some days after I took my new position. They were a sight never to be forgotten laying ties and steel at the rate of between five and six miles per day. Ties to the Irish and Swede giants were like toothpicks, steel rails like crowbars, they were soon gone and out of sight. They were followed by a surfacing gang making the road fit for traffic. It was not long until cars of merchandise and lumber began to arrive. I unloaded the first car of lumber on the townsite and many afterwards that winter. Stores and shops started in tents, building started in a small way, but the weather soon turned cold and many were in tents all winter. I bought a tent and boarded up the walls, made a bunk filled it with prairie wool, a short native grass, put a buffalo robe and a pair of blankets on top and slept under three pair of blankets with buffalo robe covering all winter. We had no water except melted snow as the creek froze to the bottom; nothing to burn except dry poplar wood drawn 15 miles by oxen in long poles which were sawed to stove lengths. The weather was intensely cold, 40 and 50 below for weeks with northern blizzards driving the snow in everywhere. Shoveling snow, unloading lumber and trying to keep warm kept me occupied all winter. The railway was having its troubles from cold weather and shortage of water. Many crews were fired for letting their engines freeze up. Dead engines were the rule not the exception for weeks and if any were entitled to sympathy it was the railway man that winter.

The Last Buffalo

A number of buffalo were brought in from Wood Mountain by half breeds on sleds during the winter just as they were shot. They were the last herd of buffalo disposed of in a commercial way in Canada. The meat was tough and dry but a change from canned and cured meats, some of which was not fit for food at that time. Towards spring, John Lineham who died some years ago in Calgary, drilled the first water well in what is now Regina and struck good water at 62 feet. The business places were located on South Railway Street facing the railway reservation. Some of the first firms were Sibbald and Lindsey, groceries, flour and feed; Tinning and Hoskins, hardware; Martin Lumber Yard, Bonneau butcher shop on Broad Street. A bakery and tent hotel on South Railway Street did a thriving business that winter. There were other firms came in during 1883 of whom were Gillespie's Livery and Feed barn, Child's meat market, Marshall's wagon shop, Regina Leader, Bank of Montreal and several others. In 1883 the name was changed from Wascana to Regina and it became the capital of the North West Territories. Deudney was appointed Lieutenant-Governor. White was elected on the first council in Regina district. N. F. Davin became the first federal member to Ottawa. The police barracks and government house were started that year. Numbers of farm homes were erected and work was plenty. I went back to my homestead in the spring and was joined by Hendrick and a brother and sister from Ontario. Leaving them on the farm I did a lot of country building as well as a house for myself.

Soil is Fertile

The years 1883, 1884, 1885 were good years for growth, no drought nor pests of any kind except mosquitoes. The land was clean, seed sown on the sod breaking and harrowed in made a wonderful crop. In the fall we had vegetables of all kinds grown on and under the prairie sod along with oats and barley. The breaking up of the prairie was a tedious job, the land was heavy with small rose bushes, the roots tough. Three quarters of an acre was a good day's work for a team of oxen. After the land was broken and a crop raised there was very little market for grain except for seed. These were all tough years for the pioneer and no wonder many settlers left the Regina plains in 1886 which was to become years

MAYOR IN 1906



The Late GEORGE ROGERS

afterwards the greatest wheat belt in Canada.

In the spring of 1884 the C.P.R. were reported in serious difficulties. Financially money for building the road was gone, the promoters were facing ruin, the stock was going begging, the heaviest section in the mountains was just starting, there was very little traffic on the prairie section already built. Things looked bad, not only for the settlers but for the government at Ottawa. The situation changed when after a strenuous session of parliament another grant was made and the road completed. There were many trying experiences in the settlement of the west. One I was interested in can be told as true in every detail. In the spring of 1884 a lumber man in Regina introduced me to a young well-dressed man who wanted buildings erected on two sections of land he had purchased. Describing him as Mr. A., I agreed to do his building by day labor and hire all necessary help, nine men and myself working four months completed his buildings including painting and decorating his large house. On paying all engaged in the work he asked me to stay a couple of weeks to help

him lay carpets, put up window drapery and instal furniture he expected from England. This completed, his wife arrived with two maids and a man servant. I cannot describe her arrival, it was pathetic in the extreme. Having means of her own she was back in England within six months. Mr. A. having wasted a fortune could not face going back and took a position with the Indian department. I purchased a team of horses with my summer's earnings, drove them back to the farm and prepared for winter.

Rebellion Days

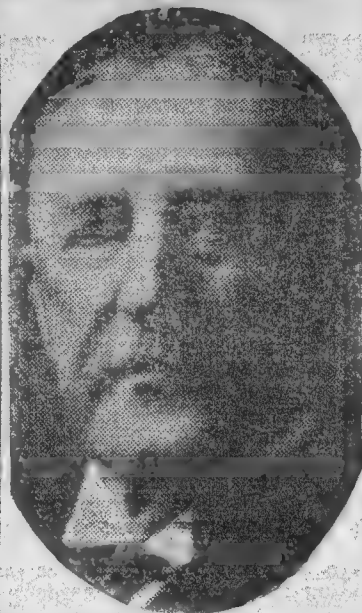
The spring of 1885 was early in our district. We were in the midst of seeding when news of the Riel Rebellion came with massacre at Frog Lake. I joined the transport from Moose Jaw to Clark's crossing, made one trip with several others and an escort. We slept on our rifles but were unmolested, never seeing a breed or Indian on the trip. Arriving back in Moose Jaw the war was over, afterwards there was very little development in the country during the year. Crops were good and feed plenty, but no market for anything. We went again into winter, looking

MAYOR IN 1895



WILLIAM COLPMAN

MAYOR IN 1912



The Late GEORGE M. HATCH

for something better the following season.

The spring of 1886 was late, after a mild winter things looked good for a crop and between us we had seeded 70 acres of wheat and twenty acres of oats. The crop came up well and looked promising until the last week in June, when a week of hot winds from the south east dried it up when half grown, it never headed out nor even made feed. That settled my farming on Regina plains. After disposing of everything I could sell even to my house, which was pulled into Regina and sold for one hundred dollars net, I had to drive my team of horses to Brandon to dispose of them, my land I could not give away so I split all my wealth with my sister and with my brother, she returned to Ontario. I was just about to buy a ticket to California when I met a contractor who wanted men to erect some buildings for the Indian department on the Blood reserve, south of Fort Macleod.

Arrives at Lethbridge

Accepting his offer of work, I soon had a new location. Coming back I located at Lethbridge and

burning good coal I had never used before I thought I would never leave my new home with cheap fuel at the door. My intentions have been carried out by having lived in the same house for 47 years.

On leaving Regina Hendrick went to Montana, I never saw nor heard from him until 1911, that year I went to England attended and represented the city of Lethbridge at the coronation of King George the fifth. Afterwards I went to Scotland visiting Edinburgh and Glasgow. Standing on a crowded corner in Glasgow I saw a man coming towards me whom I knew as Hendrick, touching his arm I mentioned his name. He said "who are you?" when I told him he could hardly believe I was his chum for four years in western Canada. We afterwards spent two weeks together visiting points of interest on the Clyde and some of the great shipyards. His brother, a lawyer, was one of the directors of a Central Africa Mercantile Company and he had taken the position of inspector and was home on leave for six months.

Plowed Hard Furrow

The inference to be drawn from my story is the misconception of many today, that when the west was unsettled the man out of luck had only to take up a quarter section of virgin prairie and he was in easy circumstances. Nothing can be farther from the truth. There is still opportunity in the West as well as the East. Pioneer farming was never easy under the most favorable circumstances, the pioneer plowed a hard furrow and hoed a hard row, yet we are continually being told what a golden opportunity, what a soft snap these pioneer farmers had in comparison with the unemployed today. Free land? There never was such a thing, every acre was won by hard toil and the sweat of men. Within the recollection of the writer men who had been beaten after a long hard fight on free land were coming back to get strength for a new battle. Our frontiers have not been conquered but have shifted to new ones with greater opportunities. We are listening to the counsels of despair. Hope lies with men of vision.



WE CONGRATULATE THE PIONEERS AND ALL CITIZENS OF LETHBRIDGE AND DISTRICT ON THE CELEBRATION OF THE 50TH ANNIVERSARY OF THE CITY OF LETHBRIDGE

For 51 years the Crystal Dairy, Ltd., has contributed to the development of the city and district by purchasing the farm products in the community.

Our dairy has been gradually enlarged to take care of increased production.

The most modern machinery has been installed to keep parallel with scientific progress in dairying.

Our butter is graded by a government grader.

Our milk and cream is analysed at frequent intervals by our bacteriologist.

Our ice cream is manufactured under the supervision of a university graduate who specializes in the manufacture of dairy products.

Our customers along with the company receive all benefits of the latest and best findings in dairy research.

We thank you for past patronage and hope that the quality of our products will warrant a continuance of your valued support.

CRYSTAL DAIRY, LIMITED

PHONE 2576

Buffalo Days to Wheat Growing

BACK IN 1870 there was no Lethbridge. Where the city of Lethbridge now stands there was fought in that year the last great Indian battle of the Northwest between the Crees on the attacking side and the Bloods and Peigans of the Blackfoot Confederacy defending their territory—a great victory for the Blackfeet. It was not until 1872 that Nicholas Sheran found coal on the Belly River banks where Lethbridge now stands, and established the Alberta coal mining industry. It was not until 1874 that the North West Mounted Police, on their notable trek to establish Fort Macleod crossed the Belly River at Lethbridge. In 1870 for the first time some ten or a dozen Hudson's Bay Co. carts laden with skins, trekked across the Lethbridge plains from Fort Edmonton to Fort Benton, the

The Plough Comes In
"We would give to every family actually cultivating the soil the following articles, viz.:

"Two hoes, one spade, one scythe, one axe.

"And then to help in breaking the land, one plough and two harrows for every ten families.

"They could not draw the ploughs themselves, therefore, we will give to each chief, for the use of his band, one or two yokes of oxen, according to the number in the band. In order to encourage the keeping of cattle we would give to each band a bull and four cows; having all these things, we would give each band enough potatoes, oats, barley and wheat for seed to plant the land actually broken. This would be done for all to encourage them to grow for themselves."

Naturally this represented a tre-

ploughs and oxen, they be given beef cattle which they could run on the native grasses and which would form their meat supply and chief source of food. Only the Stoney of the Banff-Morley country asked, at the Blackfoot Crossing treaty negotiations, that they be supplied with the means of growing cereals and potatoes as had been the case with the Crees in Saskatchewan.

This background, showing the transition of the Plains Indian from the stage where he was a great buffalo hunter living upon Nature's bounty, to the point where, in the late 70's, he moved on to reserves and began to adopt white man's ways of growing his own living, aided by the Indian agents and farm instructors, and protected by the Mounted Police, tells us fairly well why present day agriculture came to the plains

on the Belly River banks at Lethbridge. J. S. Dennis was named surveyor-general. Land became available through homesteading, scrip, and through Hudson's Bay Co. and, later, railway lands.

Cardston Settlement

While little settlements springing up around Macleod and Pincher Creek, and farther north around Millarville and Morley-Cochrane had their rise in ex-Mounted Police, the first considerable settlement in South Alberta was when 60 Mormon families under the leadership of Charles Ora Card, founder of Cardston, settled along Lees Creek and St. Mary River in 1887. They brought with them a knowledge not only of farming and ranching but of intensive farming under irrigation.

In 1881 the Territory of Alberta had a population of only 18,075 and, strange to say, though the

on the plains country of South Alberta.

Lethbridge, a sleepy-eyed little mining and ranching town of 2072 in 1901, and about 3000 in 1905, suddenly came alive, and added a thousand a year for the next six years, boasting 9035 in 1911. Wheat, cheap land were the magic words which woke the little plains town out of its lethargy. Real estate concerns were springing up everywhere as the word went out about the 1906 wheat crops of thirty or forty or fifty bushels per acre. Colonization became the order of the day. The railways were at it; cities were at it; individuals formed companies, bought large tracts of cheap land and did their own colonizing. Lethbridge, with a land office, was the centre of the rush in South-western Alberta. There were homestead lands for the asking.

FROM COAL TO WHEAT, STORY OF SOUTH ALBERTA'S INDUSTRIAL DEVELOPMENT



Coalhurst mine of Lethbridge Collieries, Ltd., with wheat field in the foreground.—Photo by W. J. Oliver.

head of navigation, in Montana—prior to that time the vicinity of Lethbridge was considered 'hostile' Indian territory.

So that, agriculturally, Lethbridge and district have no background of centuries. Even fifty years ago we doubt if the pioneers who were opening the country to mining and to ranching had any conception that the "Lethbridge Plains" as they were known would one day support a large agricultural community.

It is difficult to trace anything very definite as to the beginning of grain growing in Southern Alberta. There is passing mention in the early history of the North West Mounted Police that Col. Macleod, following the establishment of the force at Fort Macleod in 1874, gave some attention to the growing of oats for the horses which were the only means of transport available to the police of those days. History, however, lacks much that is authentic on this subject.

Farming Follows the Buffalo

Strange as it may seem, it was the disappearance of the buffalo that gave to grain growing its first impetus. When the slaughter of these native animals, chief source of food of the Plains Indians, in the 60's and 70's reached its peak due to the incursions of American fur traders working out of St. Louis and up the Missouri River in Montana, the future of the Indian tribes was imperilled. Not only was their chief sustenance being taken away, but the buffalo hide hunters' fire water made them shiftless and, attacked by disease, they died by the thousands. It was the combination of sickness and starvation which caused their Chiefs to welcome the coming of the Police in 1874, and it was the coming of the police which paved the way for the Indian treaties, Nos. 6 and 7. With the treaties came agriculture among the Indians so that they might produce food to take the place of the buffalo which had all but disappeared from South Alberta in the late 1870's.

That this is true is found in the report of Lieutenant-Governor Morris, who in 1876, in the late summer, negotiated Treaty No. 6 with the Crees and Chippewas at Fort Carlton and Fort Pitt in what is now Saskatchewan. In dealing with the Indians, Lieut.-Gov. Morris said:

"mendous change in the mode of living for the Indians who had before been able to depend upon Nature's bounty for all the food supplies they needed, and the chiefs were naturally full of questions about how they were to learn how to grow their own food by their own efforts. Governor Morris explained that on each reserve there would be placed an agent and farm instructors, while schools would be built in which the children might learn the white man's way of wringing a living from the soil.

It was the next year, in 1877, three years after the coming of the North West Mounted Police to Fort Macleod, that the Alberta Indians were dealt with, and Governor Laird journeyed from Battleford to Fort Macleod, and then back to Blackfoot Crossing on Bow River, 77 miles where, in September he met the chiefs of the Blackfoot tribes and negotiated Treaty No. 7, whereby the Indians were to go on to the reserves in Southern Alberta which they now occupy.

Governor Laird, telling about his visit to Fort Macleod prior to the signing of the treaty, tells us:

Crops in 1877

"The leading chiefs of the Blackfeet and kindred tribes declared publicly at the Treaty that had it not been for the Mounted Police they would all have been dead ere this time....

"The land around Fort Macleod, and indeed for almost the whole distance between the Bow and the Old Man Rivers, is well adapted for grazing, and where cultivation has been fairly attempted this season, grain and vegetables have been a great success. In short, I have very little doubt that this portion of the Territories, before many years, will abound in herds of cattle, and be dotted with not a few comfortable homesteads."

This would indicate that, even in 1877, the leaven of agriculture had been introduced into Southern Alberta by the North West Mounted Police. But most of the Blackfoot Indians, including the Bloods and Peigans, were not anxious to undertake the cultivation and the growing of crops like the white man. Accustomed to hunting the buffalo, they asked that, instead of being given

and the foothills of Southern Alberta.

N.W.M.P. Were Factors

Agriculture—both ranching and farming—got its real start from the Mounted Police themselves. As the originals, who came in 1874, served their first three year term, they began to leave the force, and to find a spot for their own little ranch or homestead, and there began the cultivation of the soil as they had learned it in Ontario, England or elsewhere.

Pincher Creek was a favorite spot for the Mounties who left the force, and in the foothills there wheat began to be grown in commercial quantities during the early eighties. We are told that, after the late Francis Willock arrived in Pincher Creek in 1882, he found in his pocket a head of wheat which he had brought from a farm in Manitoba. It was Dawson's Golden Chaff, a fall or winter wheat, and from those few grains planted in 1883 he was able to raise enough wheat so that, within a very few years, he was able to supply large amounts for seed to neighbors.

A Macleod Grower

The late David J. Grier, who came West with the Mounted Police in 1877, leaving the force after his three-year term in 1880, taking up a homestead in 1883, where he ranches and farmed, told the Herald at the time of the Macleod Jubilee in 1924 that he was the first to produce wheat in any quantity in that district. He said that in 1882 he sent to Brandon for five bushels of seed wheat. "This cost me \$5 a bushel, but it gave an excellent return, and I sold the seed the next spring for the same price," said Mr. Grier.

Prior to that time, there is reason to believe, wheat was raised in the Fort Edmonton country, and as far north as Fort Vermilion, but in the absence of more authentic historical information it would appear that Mr. Willocks at Pincher Creek and Mr. Grier at Macleod introduced wheat production to the South Alberta foothills and plains in a commercial way.

The way had been paved for the advent of agriculture in the Territories by the passage of the first Dominion Lands Act at Ottawa in 1872, the same year as Nicholas Sheran had found coal

Canadian Pacific Railway was carried across the province in 1883, the population had dropped to 15,533 in 1885. But settlers were learning that ranching and farming were possible, and new settlers began to pour in, with the result that, in 1906, a year after Alberta became an autonomous province with its own government, the census showed 185,412 people. Today, 30 years after autonomy, the population numbers close to 800,000, a really remarkable growth.

Tide of Settlement

Experiments in wheat growing in the late seventies and early eighties had sufficient success that, by 1906, Alberta grew 223,000 acres of wheat which gave a return of 5,923,000 bushels, while oats in 1906 totalled 24,027,000 bushels. In reality, it was the advertising given Alberta by the Act of Autonomy in 1905 that turned the tide of settlement this way. Of course, on the Lethbridge Plains, as they were known to early settlers, the Alberta Railway and Irrigation Company, had long been carrying on an intensive colonization campaign, and settlements stretched in 1905 all the way from Lethbridge and Coaldale to Cardston and Kimball, where the irrigation headworks were located on the St. Mary River. It was 1906, however, which brought the first really big wheat crop to South Alberta. The writer very well remembers. It was his first year in this part of the West. At Woolford, we know, it rained every day for about 40 days. Thos. Woolford, a pioneer of that district east of Cardston, reaped 63 bushels per acre from 160 acres of winter wheat that year. In the same year John Silver, another Mormon pioneer, had planted 1000 acres of spring wheat just a few miles southeast of Lethbridge, near where Wilson Siding now stands, and brought off a 40-bushel crop. Imagine 40,000 bushels of wheat produced by one farmer in those days from land which had cost him two or three dollars an acre. The country went wild, and wild were the stories which went to the East, to United States and to the Old Country about the wonderful grain producing possibilities in South Alberta. That was the start of the big "land rush". It was the beginning of the end of large scale ranching

There were railway lands, Hudson's Bay Co. lands. All were moving.

Colonization

One of the most active and most successful of the private concerns dealing in South Alberta lands was the O. W. Kerr Company of Minneapolis. At that time one of the most important trains on the Canadian Pacific Railway company's western system was the Soo-Spokane Flyer, operating between Minneapolis and St. Paul, through Moose Jaw and Lethbridge to Spokane; and it became the land seeker's train that brought thousands from Minnesota, Iowa, Nebraska and the Dakotas to South Alberta. This train was the O. W. Kerr Company's connecting link with Lethbridge. The company "got its feet wet" in Southern Alberta lands during the fall of 1906 when its scouts brought back word of the wonderful wheat crops of that year. Mr. Kerr himself investigated, and purchased large blocks of land in and around Lethbridge, Warner, then Brunton, was the centre of their activities along the Coutts branch of the A.R. and I. Co. The Herald is in possession of bound copies of most interesting monthly pamphlets issued by the O. W. Kerr Company under the name "Kerr's Land Doin's," the first issue of which was made in Minneapolis in January, 1907. Their slogan was "There is no investment on earth like the earth itself," and from the contents of the books one could hardly be blamed for thinking so. The company opened a Lethbridge office with R. H. Owen and T. S. McKenzie in charge. At the other end were Mr. Kerr and his assistants, including the late O. T. Lathrop who acted as guide, philosopher and friend of the newcomers. It was Mr. Lathrop's job to get in touch with prospective buyers of Southern Alberta land in the States, gather them together into one or two or three sleeping cars at Minneapolis, and accompany them to Lethbridge. Here they would be met by the company's land scouts and taken out to view the crops, and the rolling acres of unbroken virgin prairie, potential wheat land. So successful were they that the Lethbridge Herald, then a weekly newspaper, said:

"The O. W. Kerr Company have done more for Lethbridge and the (Continued on Page 32.)

Land Rush Days of 1906-1912

(Continued from Page 31.)

district surrounding it in the past 12 months than any other agency. Hundreds of the best farmers of the Northwestern States have been brought here to view their lands and get a glimpse of Sunny Southern Alberta. What is the result? Lethbridge and district have been better advertised than ever before. As long as Sunny Southern Alberta is pushed to the fore by hustlers like the O. W. Kerr Company our future is in good hands.

The magazine was filled full of letters from settlers who had been brought to South Alberta by this company, and who were making good. One skims through the pages to find the names of such men as Frank Leffingwell and Charles Egan of Warner; C. E. Ritter, L. C. Burnap, J. B. Merrill, John T. P. Power, L. T. Grady, A. L. Foster, J. E. Rearden, P. N. Skouson, John T. Heninger, A. E. Humphries and hosts of others of those days when it was boasted that "one wheat crop will pay for the land." The magazine abounded in pictures of big crops, land seekers playing baseball on "The Square" in Lethbridge in January, O. T. Lethrop showing his charges about the country, T. S. McKenae talking with the Indians.

Land Office Business

What was happening about Lethbridge in 1906, 1907 and 1908 was happening throughout the whole of South Alberta. The whole country was doing a "land office business." In 1906-9 the Bow Island country was thrown open for homestead entry, and the Lethbridge land office—now the Legion Club—was besieged for days with crowds which went all the way around the block. The same thing happened again in 1912 when three townships of the McIntyre lease south of Magrath was thrown open for homestead entry.

Wheat became, in those six years the big cash crop in South Alberta, and it still is. In 1914 Lethbridge was created headquarters of the Lethbridge railway division of the Canadian Pacific Railway. The division includes practically all the company's lines in South Alberta south of the main line. In the 21 years from 1914 to 1934, inclusive, there have been produced and shipped off the Lethbridge railway division some 506,000,000 bushels of wheat. As high as 45,000,000 bushels have been shipped in one year.

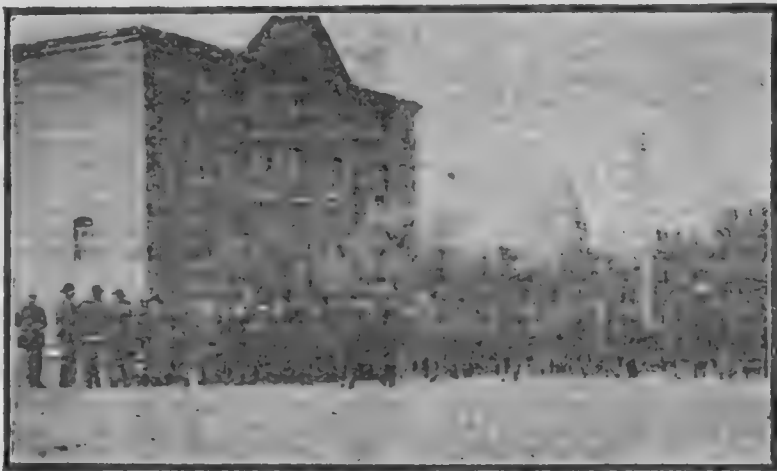
Irrigation

The whole story of Southern Alberta's development in agriculture during the 50 years since Lethbridge was founded could not be told without some reference to irrigation. In articles by Charles A. Magrath elsewhere in this issue, the history of irrigation is given in an intimate way by one who had much to do with that development. It is interesting to learn, however, that the first irrigation ditch in the North West Territories was constructed by John Glenn in 1878, to take water from Fish Creek in the Calgary district, to irrigate 15 or 20 acres. Next, two Americans, who squatted on the Peigan Indian reserve before it was surveyed tapped Beaver Creek for irrigation. In 1891 John Quirk took water from the north fork of Sheep Creek about Section 5, Tp. 20, Rg. 4, West 5th, and was very successful in irrigation. The first big irrigation undertaking was that of the A.R. and I. Company at Lethbridge about the end of last century, followed shortly afterwards by the C.P.R. projects east of Calgary where more than half a million acres were brought under the ditch. Today, in South Alberta there are over 1,000,000 acres of irrigated land in five large and a host of small projects. Development of irrigation farming has been relatively slow, and fraught with many ups and downs, but the outlook is now much brighter due to the development of sugar beets and canning crops.

Three Development Stages

Grain growing in South Alberta has really developed in three stages. There was the pioneering stage from 1877 to 1906. Then came the land rush which turned this district from a ranching to a wheat growing area. It extended from 1906 to about 1927. The homesteader and the settler who bought their land from railway or colonization concerns worked slowly. In the first place railway lines were not numerous and transport—both rail and highway

LAND RUSH 27 YEARS AGO



When people were land hungry back in 1908 when South Alberta cattle leases were being cancelled and the land thrown open for

homesteading. Here's a picture of the rush that year for land in the Burdett-Bow Island district.

—was a limiting factor. But farm implements were also smaller, too. The "Steamer" was used by some farmers to break the land, but mostly all farm work was done by horses, and much man power was required.

However, about 1916 the modern tractor began to make its appearance. About 1927, when the tractor became an accepted and proven farm implement along came the greatest labor-saving device of

the prairie wheat grower—the combine, doing the harvesting and threshing in one operation. Since 1927, wheat farming in Southern Alberta has become largely a mechanized business, and it is in this third stage that we find it today, with 25,000,000 to 50,000,000 bushels being produced yearly on the Lethbridge railway division with a minimum of farm man power.

Fifty years have passed since

Lethbridge was founded as a little mining centre. In that half century the great summer grazing land of the buffalo has given over to wheat and cattle—a half century full of romance for the Old Timers who have witnessed and have helped in the transition.

Cradle of S. A. Farming

Rounding out the story of the development of agriculture in

South Alberta, comes the following story from Pincher Creek:

(By MRS. H. HALTON.)

Noting the story in the Herald recently of the late "Dave" Grier, and the belief that Mr. Grier raised the first wheat grown in Southern Alberta, your correspondent recalled an interesting visit to the ranch of Mr. and Mrs. Francis Willock, some time around 1908, and the recounting by the wonderful pioneer couple of many interesting and thrilling events of their travels to Pincher Creek, their settling on the land, trying out the soil and climatic conditions for garden products and most important of all the unique history of the first wheat grown in Southern Alberta.

As we sat in the kitchen of the rambling farm home of those ever hospitable early pioneers (whose large family had all married and left the home nest) and waiting with anticipation for the huge skillet of savoury fried chicken and other bounteous fare which would be topped with the most wonderful shortbread, with one accord we kept the reminiscent vein running and gleaned many things which are of historical interest locally.

It's a long cry from the first wheat grown in Alberta in 1883 by Francis Willock from a single head of Dawson's Golden Chaff wheat until today when the ave-

(Continued on Page 33.)

While You Wait— one ten thousandth of a second



Carelessly you flip a switch. You wait—one ten thousandth of a second. Then yours is light—heat—power to drive fans, cleaners, refrigerators.

How different to the conditions of fifty years ago—not only in Lethbridge, but throughout the entire world.

Times do change. And electricity has been one of the most important factors in making them change—for electricity has ever kept in advance of man's needs. It has pioneered in the fields of research; created and developed many things which man considers absolutely essential to his well being today—yet were not even dreamed of fifty years ago.

Calgary Power Company LIMITED

Serving over 150 communities and a population over 225,000

We extend our congratulations to the City of Lethbridge, and are proud that electricity has played such an important part in the progress achieved during the past fifty years.

John Herron

VETERAN ALBERTA MOUNTED
POLICEMAN, RANCHER AND
STATESMAN

AN "ORIGINAL"

(By ADA BEATON)
EIGHT hundred miles ALONE on horseback through a country swarming with hostile Indians—a further "jaunt" of 35 miles to partake of his first Christmas dinner in Alberta 60 years ago—seeing Edmonton, Calgary, Macleod and Lethbridge when "they were not"—these were some of the experiences of "Honest John" Herron as he is affectionately known to his friends.

"I remember it as though it were yesterday." These are his words. But listening to this kindly old gentleman with his pleasant, well-modulated voice I found it hard to realize that 60 years have elapsed since then, for like so many of our old-timers he refuses to show signs of age.

What changes he has witnessed in Alberta! During that 60 years rolling prairies have been transformed into thriving farms and ranches, old trails have become railroads and gravelled highways,

cattle graze where buffalo were wont to roam, and in place of Indian encampments cities flourish.

Mr. Herron came to Alberta with the first detachment of Mounted Police in 1874. It is common knowledge how the troops left Toronto on June 6th of that year, bound for North Dakota 1300 miles away. How they detoured at Fargo in readiness for that first long march of 160 miles which was covered in five days, not bad going for green men, the majority of them unused to horses. The food was poor, even nature turned sour and the night after their arrival at Fort Dufferin staged a thunderstorm second to none, which stampeded their horses and raised Cain in general. Thus were these newcomers initiated into their wild west!

Fort Dufferin

Mr. Herron wintered then at Fort Dufferin, the national boundary barracks some 60 miles southwest of Winnipeg, then Fort Garry. The police soon put terror into the hearts of the whiskey traders, the main reason for their coming. These traders were a bad lot, although they themselves acknowledged that nothing was bad but bullets. They had a neat little habit of dealing out liquid refreshment to the Indians from behind a stockaded fort. A game sort of along the lines of "put and take" but it was mostly "take" on the trader's part. For two tin cups of the liquid they "took" one buffalo robe and so on. The alcohol was usually highly diluted, but some Indians, particularly the Blackfeet, knew their alcohol, and demanded something that would light when you put a match to it—real firewater!

But the police soon put a stop to all this, in spite of the fact that the free traders did not consider there was any necessity for such a force in the first place, as "the country was admirably governed already."

Mr. Herron was detailed to do town duty in Winnipeg on the 24th of May, 1875, and left there for Swan River soon after, this being recognized as headquarters at that time. About half way there they were overtaken by a party of men driving in livery rigs, said rigs being loaded down with much baggage. This proved to be Major-General Selby Smyth and party, who had driven out from Winnipeg to overtake Mr. Herron's band.

Major-General Smyth, as commander of the Canadian Militia, had been sent to visit all the mounted police posts, make reports and so on.

Mr. Herron and one other were called upon to act as escorts to this party, the livery rigs were sent back to Winnipeg and they all continued on to Swan River, thence to Fort Carlton on the Big Saskatchewan river. There was a ferry here, so crossing they followed the north side of the river right up to Fort Edmonton, which consisted of a Hudson Bay post and the barracks. Not a living soul was met during this long trip excepting an odd trader.

They stayed at Fort Edmonton a day or so, then started south in



JOHN HERRON

Of Pincher Creek, who made the trek across the prairies with the first Mounted Police who, in 1874, established Fort Macleod. Here is Mr. Herron in the "pill box" cap of the first dress uniform. Following his years with the Mounties, Mr. Herron became a rancher and statesman, representing Macleod in the house of commons for several years. He is now living in Calgary.

the direction of Macleod. As they came to the Red Deer river they met a party of Mounted Police coming North, with Captain Briscoe in charge. They told General Smyth they were looking for a new barracks site and he replied, "You're too far north now, Captain Briscoe, we're going south, and I'll tell you when it is time to pick a barracks site." The two parties camped together that night and next day started southward.

Pick Site of Calgary

On until they came to the Bow river, where taking the boxes off their wagons they made impromptu boats, and cutting paddles from the cottonwood trees which lined the bank over they went and on until they came to where the river emptied into another (the Bow and Elbow) and General Smyth said, "Here, now, is the place to build the barracks." Thus was Calgary started, beside that stream of blue-green water, surmounted by bluffs of colored sandstone. From these the prairie rolled away north, east and south, whilst to the west rose the gila-

tening wall of the Rocky mountains.

Mr. Herron's party continued south to Fort Macleod, already established, then on to Fort Shaw, on Sun river in Montana, the headquarters of the 7th U.S. Infantry and 7th Cavalry, the latter under command of General Custer, later to meet so tragic a fate.

From here the party returned to Macleod and hired a pack-train (Morgan's) of 32 horses, which they packed through the Rocky Mountains, past Waterton Lakes, through the south Kootenai Pass and on to Fort Steele. Each pack-horse carried 300 pounds, so now we know where the aforementioned baggage comes in.

At Fort Steele the pack-train was discharged and a new one hired with which they proceeded on to Walla Walla in Washington territory.

"General Smyth came to me and said 'Herron, I don't think we'll need your services any longer. I am going to take the boat, and as it is too late for you to return by the Pass I'll give you your pay.' He gave me \$300 in gold pieces, and I thought I would never see a poor day again."

A Lonely Ride

Mr. Herron took the Blue Mountain Stage to Kelton a distance of 700 miles and went from there by railroad to Salt Lake City. Buying a saddle and a pack horse he started his long ride back to Calgary ALONE. Regardless that the Indians were very hostile, and it was not so long after that Custer and his men were massacred by the Sioux, he rode on without mishap until he came to Sun river. Here he met Colonel Macleod and party and rode with them to Fort Macleod, and then he went on alone the remainder of the way.

During his absence the barracks at Calgary had been completed in case the Indians should take the notion to romp along the war path. The buildings all had mud floors and ceilings. Around outside was a great trench, filled with logs sawn to an even length and placed upright as closely together as possible. Both sides of this palisade were plastered with mud, all by hand, as trowels were "outre."

The Hudson Bay Company had established a post there as had also I. G. Baker. All in all it was a growing concern.

Mr. Herron arrived back just in time to get leave to visit the Rev. John McDougall at Morleyville and had his first Christmas dinner in Alberta there. This, it might be added, was the nearest house to Fort Calgary in those days, a distance of 35 miles.

Mr. Herron tells of seeing the buffalo in their thousands this first year or so he spent in the west. They used to winter in the foothill part of the country, migrating back toward Medicine Hat and districts in the spring.

wolves were also common. A trapper named Livingstone who lived in what is now one of Calgary's best residential districts, often used to go out and kill two or three buffalo which he used for bait, in turn killing wolves by the score with the poisoned meat.

Thrilling Adventures

The police had many thrilling adventures which they never even thought worth recording. Once a party of eight men and two officers were sent out to arrest an Indian murderer. The camp where he was consisted of seven or eight thousand Indians but they arrested their man. Whilst camped for supper that night they saw a

party of 100 braves bearing down upon them as fast as their ponies could travel. "I never realized a horse could come so fast," Mr. Herron laughed. However, when about 50 feet from the little band of police they stopped and after much pow-wowling dismounted and shook hands with the officers and men, who by this time were lined up shoulder to shoulder with rifles ready for action. The braves then departed, as did the police and rode for a clear 50 miles without a halt in case the Indians changed their minds and came after the prisoner again.

Mr. Herron was also present at the signing of that "gentleman's agreement" The Blackfoot Crossing Treaty in 1877. Here were gathered together the Stonys, Piegiens, Bloods, Sarais (Sarcees), and Blackfeet, the latter the wildest of them all. It was a trying time. Every day for a week they met and harangued, the Indians holding out for "as long as the water ran and the grass grows." It was a case of be prepared to "hold your own or be killed" for the Indians were in a dangerous mood, but perhaps they should not really be blamed, for this episode represented a farewell to an immortal freedom to them.

In 1878 John Herron left the Force. Returning to Ottawa he went into business there until 1881. During this time he helped organize the Princess Louise Dragoon Guards.

Starts Ranching

Then in 1881 the ranching industry was started in the west. He, in partnership, with Captain Jack Stewart, a fellow officer in the Guards, formed "The Stewart Ranch Company." Herron and his family came West and he was put in charge of the mounted police horses and barracks at Pincher Creek, for at this time the Force raised their own horses. They also set about stocking their ranch. Going down to Utah they purchased 3,000 head of cattle and 1,000 thousand head of horses. They drove the horses up first, up to the Crow's Nest Pass where barbed wire was strung across the prevent them straying whilst they returned for the cattle, which were turned loose on the range, some 100,000 acres being leased for this purpose. Buildings were erected on the ranch and for the next ten years or so Mr. Herron was actively engaged in the ranching business. The police in the meantime had changed their policy of raising their own stock, so he confined himself to his own ranch.

He later entered politics and for a number of years was a member of the House of Commons representing Southern Alberta. He had the largest constituency ever allotted to one person that we know of, for it extended from the Sarcee Reserve to the summit of the Rocky Mountains, south to the boundary line, down the line to the Cypress Hills opposite Medicine Hat, and north and west of Medicine Hat to the Bow river and from there on to join the Sarcee reserve again. At that time there were only two other members for the whole of Alberta, these being Judge McCarthy and Frank Oliver.

One envies Mr. Herron his host of memories, and truly it must be a wonderful feeling to be able to say of the making of our West "I remember it as though it were yesterday."

Land Rush Days...

(Continued from Page 32.)

rage land generally seeded in this district alone is 15,000 acres.

In 1862 Francis Willock sold his farm in Springfield, Manitoba, and went to Qu'Appelle where he staked out land but didn't prove up on it. He then went east to visit his brother John Willock of Fennelon, Victoria County, Ontario, where, while rambling through the brother's fields he pulled a big head of wheat and carelessly put it into his pocket. Going back on the train he met someone who told him about Pincher Creek, the clear water, mild winters and the Chinooks. So that instead of settling at Qu'Appelle Mr. Willock brought his wife and family to Pincher Creek in 1862, coming by rail to Swift Current, where he engaged Dan Dumont, a half-breed, six Red River carts, and a covered wagon.

Squatter's Rights

Mr. Willock took out squatter's rights and later homesteaded the north west quarter of section 16-6-30. He later increased his holdings, but always lived on the quarter section on which they had made their first home.

Finding the head of wheat in his pocket, Mr. Willock planted it in the garden. The first year the mice ate all but a few heads. The next year he placed a flour barrel around it and banked it up for protection and after that he sowed it in the potato patch. Very soon from the increase Mr. Willock sold seed to the late A. M. Morden and other settlers.

It was only after the railway came in and millers came wanting hard wheat that Mr. Willock stopped growing Dawson's Golden Chaff and went in for Kansas Red—now known as Alberta Red Winter wheat.

Mr. Willock's son, Mr. Fred Willock, tells us that the Dawson's Golden Chaff was a soft wheat, beardless, that shelled out badly in the wind but yielded heavily, 60 bushels to the acre being a common yield. The late pioneer early developed rhubarb in large quantity for sale. He grew a generous supply of garden truck, raised domestic fowl; at one time Mr. Willock told us they had 30 wild geese hanging or in the barrel. They picked wild fruits and the larder seldom lacked plenty. Flowers were grown also and the writer remembers walking through the garden and seeing a patch of 20 or more lilac bushes and long rows of red currant bushes.

One day when playing, the boy Fred found a piece of coal in a gopher hole and a vein was unearthed which kept the family supplied with fuel. A lump of this coal was sent to Chicago and was awarded a medal.

The story of hurrying to get a sod roof over their heads for protection from possible Indian arrows—for those were the days of the Riel Rebellion—the social life and incidents and accidents of the pioneer life is another story.

The late Mr. and Mrs. Francis Willock's family consisted of two boys; Fred, still in Pincher Creek, Leslie, deceased, and three girls, Mary, Mrs. A. E. Cox; Florence, Mrs. Higginbotham, both of this district, and Mrs. Fraser of Fraser, B.C., born in Manitoba; the youngest daughter, Frances, now Mrs. E. G. Cook, was born on the homestead at Pincher Creek.

"BONANZA FARMING"



Back in the days when land was 50 cents to \$3 per acre, farming on a big scale almost always meant the purchase of a steam plowing rig. Here's one. You never see them now. Oil has replaced coal as fuel on South Alberta farms.

1885—

—1935

Congratulations

We congratulate the citizens of Lethbridge on their splendid achievement in building one of the finest cities in the west.

Parrish & Heimbecker, Ltd.

GRAIN FUTURES

McFarland Bldg., Lethbridge.

Max Hoffman, Mgr.

Operating in Western Canada Since 1909

The "Eighty-Fivers"

(Continued From Page 20.)

THE A. BARBERS

A. Barber, here in 1885 as the freight agent of the North Western Coal and Navigation Co. He was born in England. After railway experience in the east he came to Manitoba about 1879, and to Lethbridge in the summer of 1885.

THE C. W. WATKINS

C. W. Watkins was the first storekeeper for the North Western Coal and Navigation Co. He had been with the Canadian Pacific Railway at Port Arthur before coming to Lethbridge.

THE THOS. MCPHERSONS

It is only natural that an engineer on the old "Alberta" of the N.W.C. and N. Co., which used to ply between the ports of Lethbridge and Medicine Hat should have driven the locomotive attached to the first train into Lethbridge in the early fall of 1885. Thos. McPherson was that engineer. He came to Coal Banks before 1885 from Manitoba where he had been engineer on a steamer between Portage la Prairie and Winnipeg. During the Rebellion of 1865 he drove the engine on the Northcote, used to haul troops on the Saskatchewan River.

The McPhersons came from Ontario where Mr. McPherson learned engineering. After operating engines on boats and the railway for the Galt coal concerns until about 1880-90, Mr. McPherson went to the U.S. Pacific coast, and railroaded for years in the Tacoma district.

Thos. McPherson was the first Master of the North Star Lodge No. 4, A.F. and A.M., and in 1926, on the occasion of the 40th anniversary of the lodge he came to attend a banquet and was the honor guest. He is now 66 years of age. Mrs. McPherson is also living. It is understood that they moved in recent years from Tacoma to live with their son at Seattle.

THE JACK CALLAHAN

Some say that Ben Burrell, now living in Turner Valley, was the fireman on the first train into Lethbridge in 1885. Others say it was Jack Callahan. At any rate, they were both connected with the N.W. Coal and N. Co. engineers and firemen. Jack Callahan is understood to have come to Canada from Ireland, but Mrs. Callahan came to this country with Mrs. Thos. McNabb from Kingston district, Ont. Mr. Callahan before coming to Alberta was an engineer at Winnipeg on the old "Countess," the first steam locomotive ever to come into Western Canada at the time of the building of the C.P.R. He came west to Lethbridge shortly after that, and was for several years a locomotive engineer for the North Western Coal and Navigation company. Later he suffered a stroke, and with Mrs. Callahan he operated a little store for some years. Mr. and Mrs. Callahan had three children, Joe, Frank and Mayme. Both Mr. and Mrs. Callahan have been dead some years.

WALTER ROSS FAMILY

It would take a volume to publish the life of Walter Ross, known to South Albertans principally as a cattle rancher on a large scale, but whose early-life exploits had mostly to do with pushing railways across the continent. Some day Mr. Ross may be kind enough to allow a writer free access to a diary which he kept for many of his active years, and if he does a book that will be a thriller will be written.

Born in Quebec, son of a Presbyterian missionary, just eighty years ago, Mr. Ross early commenced business as a railway contractor. In the early eighties he pushed the steel of the Southern Pacific into San Antonio, Texas. When the Canadian Pacific Railway was building across Canada Mr. Ross secured a number of contracts on the difficult North Shore section around Lake Superior, and was building some of these sections of the line when, in 1886, word went out to rush construction in order that troop trains might be the line to hurry west to quell the Riel Rebellion. Mr. Ross obligingly hurried and,

it is said, drove the last spike on a certain section in order to get the troops through, though a certain Colonel had been scheduled to do the ceremony of the last-spike-driving.

Later that year, 1885, Mr. Ross came through by train to Calgary, hired a team and drove south through to Macleod, bought a fine piece of land on the St. Mary river near Raley, and established the Brown Ranching Co. That was his start in ranching in Alberta, but for about 15 years more Mr. Ross pursued railway building and also had an interest in a big saw-mill and timber lease project near Rat Portage, Ross, Hall and Brown being the name of the concern. They sold out at a large figure, and when Mr. Ross came back to South Alberta at the turn of the century he went in for cattle in a big way, at one time controlling hundreds of thousands of acres of lease and many thousands of head of cattle. Mr. Ross was married and had two sons, Jack and George. Major Jack Ross enlisted early in the war and was killed. George Ross trained for the Flying Corps by taking a course in the Newport News, Virginia, flying school before U.S. entered the war. He has one of the earliest certificates as a pilot issued in U.S., being somewhere about the 50th man granted a license. He went overseas as a flyer and saw active service. On his return his father turned over active operation of his large ranch interests to him, and has since been living more or less retired. Though Walter Ross is this year 80 years of age, it was only a year ago while at the headquarters of the Ross Ranching Co. on the Milk River at St. Kilda that he rode a horse some 12 miles from one ranch to another, and he hopes that he is good for many years yet with an active interest in ranch affairs.

THE HARRY BENTLEY

Harry Bentley, native of Ontario, came west in the early eighties, and was for a time a clerk in the Tweed and Ewart general store in Medicine Hat, the first general store in that city which had been started before the C.P.R. steel reached it in 1883. In the summer of 1885 when it was certain that the Galt coal concern was going to build a railway from Dunmore to Lethbridge, Mr. Bentley loaded up a string team with new goods, and backed by Mr. Tweed came on to Lethbridge where he set up the first store in the new town being surveyed on the bench above the river. The first store was in a tent, then a small shack was quickly thrown together to house the goods, and soon a more pretentious frame store went up alongside it. The stores were on the property where the Bentley building now stands, occupied by the Consumers' Hardware and Supply Co. Bentley's was later expanded into a joint stock concern, and M. Barford was taken in as manager. Eventually Mr. Bentley severed connections with the company, and for some years carried on a mercantile business elsewhere, being located at Daysland, Alta., for some time. Mr. Bentley, however, returned to Lethbridge and was resident here when he died a few years ago.

Harry Bentley was always anxious to do his part in service to the people of Lethbridge, as is attested by the fact that he was a member of the first town council in 1891, and served five terms as mayor, being the second mayor of the city in the years 1892 and 1893, and was mayor again in 1896, 1897 and 1898. He was also one of the charter members of the Lethbridge Board of Trade formed in 1890, and was president of that organization in 1894, and again for three years in 1896-97-98.

Mr. Bentley married Miss Margaret Lettice West and three daughters were born, Mrs. R. J. Dinning of Edmonton, Mrs. W. Purnell of Weyburn, and Mrs. Sydney Robson of Hamilton, Ont. Mrs. Bentley is now living at Edmonton.

THE CLARENCE LOWTHERS

Clarence Lowther came to Lethbridge in 1885 from Nova Scotia and was a blacksmith for the North West Coal and Navigation Co. for several years. Later he followed this trade in his own shop, and was still later connected with William Oliver in a blacksmith shop which Mr. Oliver owned on the property on Fifth Street where the Oliver Block now stands. Eventually Mr. Lowther engaged more in carpenter and contract work than in blacksmithing, and owned some houses which he rented. He was always interested in fraternal and poli-

tical affairs in the city, and was noted for his keen memory of the early days. Mr. Lowther died not many years ago. Mrs. Lowther is still living in the old home and members of the family also live here.

THE H. F. GREENWOODS

H. F. Greenwood came to South Alberta a couple of years before Lethbridge was named, and was the accountant for the North Western Coal and Navigation Company for many years. He brought his wife and family from Toronto and they lived at Macleod until the coal company built for him the first house on the bench above the river. That was in 1885. The house was located on the corner of 4th Ave. and 6th Street South, where the Hill block now stands. Later Mr. Greenwood built a house for himself on 11th Street South. This house was later sold to Mr. Magrath who moved it to the corner of 8th Street and 5th Avenue where only this spring it was torn down by the Army and Navy Veterans to make extensions to their club rooms, the house having been bought from Mr. Magrath by the Army and Navy Veterans some years ago. When the old home was being torn down recently the names of a number of the builders were found written on the rafters and the flooring. One of these was named McDowell, who was a carpenter for the coal company.

Mr. Greenwood was elected a member of the first school board in 1886, and was the first secretary of that body. He lived here till about the turn of the century when he moved to Edmonton and latterly, it is understood, has been living at Calgary. He had a family mostly girls, one of whom is the wife of Hon. Herbert Greenfield, former Premier of Alberta, with whom Mr. Greenwood is now living.

Mr. Greenwood was a Nova Scotian. Before coming to Lethbridge he joined the Hudson's Bay Co., and was their chief accountant at Winnipeg. He came to Lethbridge about 1881-82 in the early stages of the North Western Coal and Navigation Co. developments as the company's chief accountant.

DR. FRANK H. MEWBURN

The Dr. Frank H. Mewburn family played an important role in the early history of Lethbridge, the life and achievements of Dr. Mewburn being treated at greater length elsewhere in this Jubilee Edition. Dr. Mewburn was born in Ontario and came of a long line of medical men. He graduated in medicine from McGill and served as a surgeon in the Montreal General Hospital. He was a medical officer in the Riel Rebellion and received the Rebellion medal. In 1886 he reached Lethbridge and the following year was appointed mine doctor by the Galt

FIRST SECRETARY



C. C. McCaul, K.C.

Edmonton solicitor, who was a Lethbridge resident in the late eighties and was first secretary of Lethbridge Board of Trade in 1889.

coal interests. He later was made superintendent of Galt hospital, a position he held with distinction for 27 years. In December, 1887, he married Louise Augusta, Nelson of Charlottetown, P.E.I., daughter of the late Wellington a descendant of Horatio, Lord Nelson. To the union were born two sons and one daughter. They are Dr. Frank Hastings Hamilton Mewburn of the University of Alberta, Edmonton, and Arthur Fenwick Mewburn of Calgary, and Mrs. Helen Mewburn Robinson of Toronto. During the war, Dr. Mewburn went overseas with the Canadian Army Medical Corps and had a distinguished record. In England he became closely associated in war work with Lord and Lady Astor who provided a site for the hospital at Cliveden. Dr. Mewburn died in Edmonton, January 20, 1929.

THE HOWELL HARRIS FAMILY

Howell Harris was an American. He was one of the old old-timers of the northwest and could tell many fascinating stories of his days as a freighter. He was a colorful and picturesque character. Mr. Harris was born in St. Louis, Missouri, April 21, 1846. He accompanied his parents overland to the west. They were bound for California but became detained by Indian hostilities at Salt Lake City. They moved into the Idaho country where Mr. Harris lived until 1863. At the age of 17 he went to the placer mine district in Montana and 1868 found him at Fort Benton where he went into the freighting business. It was as a freighter that Howell Harris journeyed into Alberta. He established a post on High River

for Conrad Bros. and traded with the Indians for a number of years. He also ran a large bunch of cattle for the Conrads. For many years he lived at Lethbridge and operated a ranch on the forks of the Little Bow and Old Man rivers. In the early days he served on the municipal council and was also a councilman at Fort Benton for two terms. He was president of the Turf Society, an organization that preceded the Agricultural Society, backers of the Lethbridge Exhibition. Mr. Harris married Miss Emma Babage of Washington, D.C., Nov. 3, 1883. Mr. Harris died some years ago at Fort Benton, being survived by his wife, who passed away not long ago.

THE C. A. MAGRATHS

The name of Magrath occupies a large place in the history of Lethbridge and of Southern Alberta for Charles A. Magrath was the first mayor of Lethbridge and later represented this district (then the riding of Medicine Hat) in the House of Commons at Ottawa. He was intimately connected with the irrigation development of Southern Alberta, the town of Magrath, the Garden City, being named for him. His work is covered in various sections of this edition of the Herald. Mr. Magrath was Ontario-born and was Dominion land surveyor in the Canadian Northwest as early as 1878. In 1885 he associated himself with the Galt interests who at the time were pushing their coal, railway and land development vigorously. He became their land commissioner and in that capacity was largely responsible for the building of the canal south of the city and the establishment along the system of the Mormon farmer immigrants from Utah. He served in the Territorial Legislature, then at Ottawa, was made a member of the International Joint Commission, and holds the chairmanship of the Canadian section of that distinguished diplomatic body. Mrs. Magrath was Miss Mabel Lillias Galt, daughter of Sir Alexander T. Galt, Charles Bolton, a son, lives in Chicago, and the two daughters, Amy and Mabel at Ottawa.

THE HIGINBOTHAMS

Pioneer business man, prominent citizen and author of "When the West Was Young," John D. Higinbotham has had a busy career. The Higinbothams for many years were closely identified with the life and progress of the city. They are now living in Toronto where "J.D." as he is known to his friends, is continuing his literary work. He and Mrs. Higinbotham usually spend their winters in Florida.

The Higinbothams hail from Guelph, Ont., and J. D. Higinbotham received his academic training in the Ontario College of Pharmacy, affiliated with the University of Toronto. At the age of 20 he came West, opening a

SMALL BEGINNINGS

From a small beginning in 1885 Coal Banks has grown to the fine city of Lethbridge, welded together by the co-operation and enthusiasm of its citizens, old and young.

From a small beginning, Welded Products Ltd. has grown to be the largest and best equipped welding concern in Southern Alberta

Welded Products, Ltd.

210 FIRST AVE. S.

LETHBRIDGE

Steel Plate Work
Smoke Stacks
Water, Gas and Oil Tanks
Special Pipe Fittings

Electric and Acetylene Welding,
Cutting and Brazing of all
Metals

Fire Escapes
Grilles
Coal Chutes
Pipe Welding

"WHERE WELDING IS WELL DONE"

The "Eighty-Fivers"

drug store in Fort Macleod. That was in '84, ten years after the "Mounties" came in. The following year he moved to Lethbridge opening a drug store and acting as postmaster, a position he held until 1910. For a number of years he served on the school board and was active in Knox church from its inception as elder and superintendent of the Sunday school. In September, 1889, Mr. Higinbotham married Miss Margaret Ann Torrance and to them were born: Helen, Phyllis, Harold Torrance, Marjory, Norman Lindsay, Mary Mewburn and Muriel Dryden. The Higinbotham Drug Company, sold some years ago to A. M. Sutherland, was one of the best known drug firms in Western Canada.

Mr. Higinbotham, brother of "J.D.", is also an old timer of Southern Alberta. "When the West Was Young," in the chapter on the "Beginnings of Lethbridge" says: "On a glorious Autumn day, October 2, 1885, my brother Ed, and I loaded a buckboard with a trunk and a small supply of drugs and headed for Lethbridge. We were late in getting under way, and by the time we had reached the ferry at Sherah Mine, signalled the ferryman and arrived on the east bank of the river, it was pitch dark. Therefore, it was necessary for me to proceed ahead of the team with a lantern in order to find the trail leading up the coulee to the town." Ed, Higinbotham served for several years as postmaster. He is now retired and living in Edmonton.

THE ROBERT WATSON FAMILY

"Bob" Watson was born of early Presbyterian Scottish stock of Stellarton, N.S. district, and came to Lethbridge in 1885, at the request of the late William Stafford as blacksmith for the North Western Coal and Navigation Company, staying with that concern and its successors until it was sold to the Canadian Pacific Railway in 1911. The C.P.R. offered him a position in Calgary, but he would not sever his connection with the city where he had lived for nearly 35 years and remained here, becoming blacksmith for the city at the car barns.

Mr. Watson served as a member of the city council in 1907-08, just after it had achieved cityhood.

He was a charter member of Lethbridge Lodge No. 2 I.O.O.F., and received his 50-year jewel last fall. He is one of the leaders in the Lethbridge Old Timers, and never misses an old-time dance. He was a member of the first choir of Knox church.

In November, 1890, Mr. Watson married Miss Jessie Kerr. They lived in the Galt house, "Coaldale" on the River Bottom, until the flood of 1902, when they purchased property on 13th Street North, living there since 1903. Mr. and Mrs. Watson raised a family of ten boys: James, William, George, Thomas, Bob, Allen, Jesse John, Andrew and Harry (twin boys).

JIM CONN

Jim Conn, a brother of the late Dave Conn, came West with Mr. Stafford in 1832, and worked here as a miner for a long time. He was a bachelor and died in Medicine Hat some years ago. The late Dave Conn came from Nova Scotia some years after Jim, and was with the Coal Company's mechanical department. He also was an engineer in the old Lethbridge Electric power plant, and for years in the city power plant. He died a couple of years ago. Miss Jessie Conn of the high school staff is a daughter.

THE W. G. ARROWSMITHS

Two miles east of Turin, hidden in the narrow flats of the Little Bow, is the farm which for 30 years has been the home of Mr. and Mrs. William George Arrowsmith, one of the early pioneer families of the Lethbridge district.

Born in 1865 in Hereford, England, Mr. Arrowsmith spent two years in Quebec before arriving in Lethbridge in 1885 as a member of the R.C.M.P. escort to Lord Lansdowne, the governor-general, during his visit on the occasion of the driving of the last spike in

the narrow gauge railway. After spending five years with the mounted force he became manager, for a time, of the old Cameron Ranch, later beginning ranching for himself. Mr. Arrowsmith married Clara Nelson of Toronto shortly after she came to Lethbridge in 1902. Born in England and having lived since early childhood in Toronto, Mrs. Arrowsmith will not soon forget the hardships and loneliness of those early days on the prairie.

In spite of the floods, severe snow, prairie fires and serious losses of stock, however, Mr. and Mrs. Arrowsmith look back to the early days with real pleasure for they were days of true friendship among the scattered settlers. Keenly interested in the many changes that have come to the world and to their own district, they regard the radio as the most valuable of all advances in civilization. Both continue in good health, though Mr. Arrowsmith now leaves much of the farm work to younger shoulders. Gathered about them in the Turin district, many in homes of their own are their four sons and four daughters, the eldest, Francis, being the postmistress at Turin, while Albert, the youngest, is still in attendance at High school. There are now six grandchildren. Of real interest is the fact that in the family are two pairs of twins, George and Arthur, and Lillian Mrs. A. Mellow and Violet.

DAVIE THOMPSON

Davie Thompson came to Lethbridge with the party building the first telegraph line from Medicine Hat through Lethbridge to Macleod during the Rebellion in 1885 when the wire was being rushed across South Alberta to connect the Mounted Police forces at Macleod up with the east and with headquarters of the war against Louis Riel. He remained in Lethbridge and worked as weighman for the North Western Coal and Navigation Co. In 1894 he went to the Klondyke and many Lethbridge friends have nuggets which he sent them. He came back to Lethbridge about 10 years ago and went to Scotland where he died.

THE HUGH MACBETH FAMILY

If Mr. Hugh Macbeth were living today he would be the oldest old timer in this city and at least one of the oldest old timers from Manitoba to British Columbia, because he was born in Kildonan on March the 8th, 1859, or seventy six years ago. He belonged to the stock that has come from Scotland to form the Selkirk settlement in Manitoba. He received his education in the Kildonan public school which in those days was a replica of the schools in Scotland, where discipline was severe and studies were hard. The old Dominions of those days stood for no back chat, and for nothing but perfect lesson, failing which the "taws" were applied freely. Hence it follows that although Mr. Macbeth had only a few years schooling, they were thorough in the three R's. He left school when 16 years old, to practically paddle his own canoe. In all the jobs and positions he followed in the after years of his life he always gave satisfaction and moved of his own volition, as things or companies burst up, as they often do in new countries just beginning to develop. His characteristics were of the steady-going kind; which embraced a pure, devoted love nature, as shown in his relations to his family and friends. He also had a generous and loyal faith in mankind; although he was often disappointed in his faith in others, he always remained loyal and true to friend and religion, both of which often caused him much anxious self-concern. Like many others, as age came on and he more and more contacted the

weaknesses and uncertainty of mankind, he began to draw himself into a shell of silence and self-defence, which could in no way give offense to others. He was one of those who never considered his education finished, rather sought its completion from the practical side of life, but never forgot the literary and spiritual side of development. He was rather too sensitive, proud and afraid of ridicule. His friends often noticed that and were inclined to rebuke him for letting his sensitiveness cause him and his family so much self-denial. Mr. Macbeth seemed to take in every detail of most things, but one had to be close to him to know this, because he was never much of a talker but a very good listener. He was calm in action—the greater the heat, the calmer was he, never vacillating, but slow to decide most things, making sure that he was, as far as possible, right. Somehow he always seemed to fear that Fate was against him. The very fact, no doubt, made him put forth the greater effort, making him persistent and faithful to his job, whatever was in his line. He in

all things was methodical. As we have already said, he was born and educated in Kildonan, Manitoba. At 16 years of age he entered the service of the Hudson's Bay Co. as a fur-trader. His job was to travel over the snow from Indian camp to Indian camp, and his business was to trade in furs for the Hudson's Bay Co. and gather them into the trading post. One can easily imagine how strenuous a life this was to the young Macbeth, often battling the blizzard and maybe breaking all the way for his dog-teams, from Fort Qu'Appelle to Seven Rivers. In 1882 he decided he had enough of the life of fur-trading for the Hudson's Bay Co., and came further West, joining the I. G. Baker Co. for whom he forwarded supplies, or contracted to Dominion Supply camps, as far north as Battleford, also Fort Walshe, etc. A year later, 1883, he became an employee of the old North Western Coal and Navigation Co. He was on the steamer "Baroness" in the attempt to transport coal on barges to Medicine Hat. He was connected with this steamer as purser through the Riel Rebellion and up to 1885. He was continu-

ously in the employment of the A.R. and I. Co. until 1903, in which year he entered the real estate business, which was starting on the up-and-up period. He joined an insurance business with his real estate business, in which he was quite successful, and which he found more remunerative than working for other people. For a number of years he acted as general agent for the Great Northern in the Province of Alberta, until the south line of the old A.R. and I. was taken over by the C.P.R. Mr. Macbeth, on Dec. 28, 1885, married Miss Jeannette Bassett in Medicine Hat. They had seven children all born in this city. Two girls and two boys died in early womanhood and manhood. One of these boys, Fred, was killed in France in one of the battles of the Great War.

Every person respected Hugh Macbeth; some liked him very much, while a fewer number who knew him best loved him for himself. The writer was on intimate terms with him, and saw much of him over a long period of time, as time applies to human life, and could wish for no truer and con-

(Continued on Page 39.)

CIRCUS DAY ON ROUND STREET



It was 1896, and the circus was in town, and Round Street, now Fifth, was all dressed up for the occasion.

Shake, Old Timer!

We understand the feelings of pleasure and pride with which the City of Lethbridge celebrates its Golden Jubilee.

We congratulate all citizens, especially the old-timers, who have done their part in promoting the growth of Lethbridge from a shack mining town to its present status of one of the leading cities in the province.

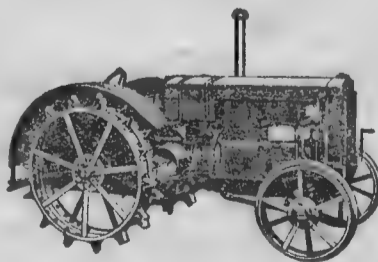
FOR WE TOO HAVE GROWN!

Established in 1842, J. I. Case Company reached its fiftieth anniversary forty-three years ago! We are pioneer builders of steam engines and gas engines for farm work, and the oldest company manufacturing farm machinery in the world.

Beginning with the earliest tread-power threshing machine, J. I. Case Company now manufactures 77 kinds of modern farm machines, including Tractors and General Purpose Tractor Implements, Threshers, Combines, Plows, Harrows, Planters and Listers, Drills, Cultivators, Hay Machinery, Binders, Beet Machinery, etc.

The Case Trade Mark on Farm Machines and Implements is "THE SIGN OF MECHANICAL EXCELLENCE THE WORLD OVER."

SERVING
AGRICULTURE
SINCE 1842



IN LETHBRIDGE
SIXTEEN
YEARS

with a full line of farm machinery and genuine Case repair parts.

J. I. CASE COMPANY

A. E. BALDERSON, Dealer.

Sport in Them Thar Days - Old Timer's Memory Wanders Back - - -

FOREWORD

(Before reading this "yarn" as it falls from the lips of the Old Timer, the writer wishes to point out that no attempt to record a history of sport in Lethbridge has been made. Rather there has been an effort to create an atmosphere and understanding of the feats of teams and athletes of another day. Inaccuracies, omissions and misstatements in a narrative of this sort are bound to occur, especially in the case of conflicting information and lack of authentic records. Names, dates and anecdotes as related, are accurate insofar as that is possible. The writer is indebted to the following for valuable information and aid: James Wallwork, John D. Higinbotham, General J. S. Stewart, M.P., C. B. Bowman, John Craig, Wm. Oliver, Alex Scott, Fred Kenny and J. S. Kirkham. Without them it would have been impossible to write this story.)

(By DICK MATTHEWS)

Shifting his quid from one side of his mouth to the other the Old Timer turned his head and let fly with the unerring aim of the born tobacco-chewer. Slouched low in the big leather chair of the hotel lobby he had been eyeing his companions from under jutting brows as they discussed and argued the merits of the Lethbridge ball club. Now he entered the conversation.

"Trouble with you young cubs is you was born 50 years too late," he grunted. "You would have had something to yap about if you had been here when this country was being opened up; fellers were red-hot sports in those days. When a man picked a team or a player he was ready to back it up with cold cash."

Something of a character was the Old Timer. As such he was allowed a good deal of leeway in expressing his opinions. The fact that his wit was keen and his memory keener discouraged even the most hardy from attempting to argue with him when he cut loose with a yarn.

So now the motley group of salesmen, guests and loiterers turned to the Old Timer expectantly, knowing from the tenor of his remarks that he was approaching one of his reminiscent moods.

"The boys are still ready to bet on their favorite teams, Old Timer." It was one of the local lads speaking. "Jim Allan bet some fellow ten—" But the Old Timer's snort of derision cut him short.

"Ten dollars. Who ever heard of a real betting man calling ten dollars a bet? Why the tin-horn sports around this town would have folded up if they'd been asked to cover some of the bets that used to be wagered on games in this territory. Ten dol—why say, back in '87 when they played in Calgary for the baseball championship of the North West Territories, seven thousand dollars changed hands. And that wasn't on the series but on the final game between Medicine Hat and Donald."

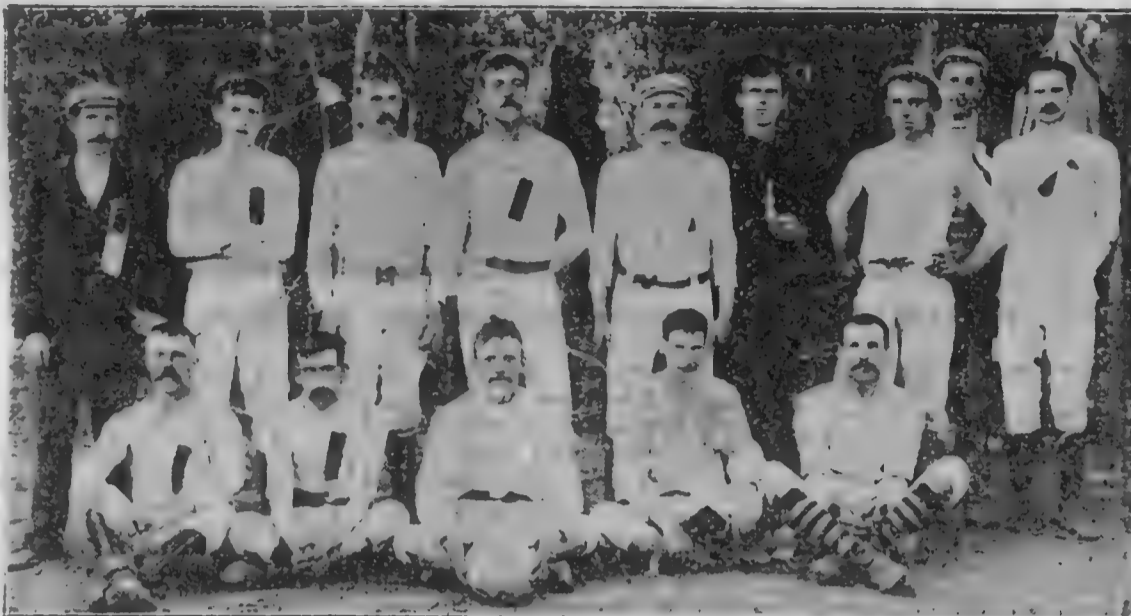
"Seven thousand dollars! Sa—ay Old Timer, what are you trying to hand us?"

But the Old Timer nailed the interrupter with a withering glare, swept his audience with the experienced eye of the raconteur and debated whether or not he should waste words on this gang of modern know-alls. But his listeners' curiosity had already been aroused and they gathered round him with the avid faces of the fans who never tire of hearing the sports anecdotes of other years. You see, they knew the Old Timer.

"Wa-al, boys," drawled the old man, "it was like this. As I said before, the boys were red-hot sports in them days and when the idea of a baseball tournament in Calgary was brought up it received a pretty cordial reception. There were only three teams in the competition—Medicine Hat, Calgary and Donald—but what that tourney lacked in numbers it made up in enthusiasm."

A Sporting Town
"Donald at that time was a very sporting town and any maverick expressing anti-baseball sentiments was escorted to the train and told to depart hence, in fact when too cold to play ball hot air games were played and

LETHBRIDGE HAD STAR SOCCER TEAM BACK IN 1891



Pictured above are the members of one of Lethbridge's earliest soccer teams as described by the "Old Timer." The photo, taken in Belt, Montana, in 1891, illustrates the "knicker" shorts worn in those days as compared to the shorts affected by present-day athletes. In the layout the team members, reading from left

to right are as follows: (Sitting), McLean, W. Scott, James Wallwork, R. Kerr, Joe Short-house; (Standing), Identity unknown, McLean, J. Parker, Adam Leishman, Sam Pfeffer, Identity unknown, Charlie Roberts, Dick Hammond, Paddy Cain. As will be seen a number of players still reside in the city.

usually ended in some very lively finishes.

"You know I have forgotten some things, but I'll be dad-burned if I'll ever forget anything connected with that tournament," the Old Timer chuckled. "In the first game Donald defeated Calgary twelve runs to six and then came the ball game that fans in this part of the globe used to talk of for years. That was the subject that caused more burned feet than anything else I know of. Heh, heh! The crazy galsots used to get their feet in the oven and get to arguing and if the missus wasn't around to bring 'em back to life the soles of their boots would be done brown and like as not their feet as well."

"I can still see the batt'ry's warmin' up. Medicine Hat had a feller called Alf Fidler, as big as a horse and with a fast ball that would take the pants off a man if he stood too close to the plate. H. J. Parkhill was the catcher and he had a mitt like a quarter of beef—an' needed it, too, to catch that cannon-ball delivery. Donald's star battery was made up of Chesley and Smith. This Chesley boy was only about five feet six inches high, but he had a pair of arms that hung down like a baboon's and he could throw a curve around yer neck. Smith was even smaller than Chesley. They used to say he could walk under a pinto pony without stooping, but I ain't saying but that might be a mite exaggerated."

"The supporters of the teams lined up with Donald down one side of the diamond and the 'Hatters on t'other and believe me it was as much as a man's life was worth to cross from one side to the other."

Pedestrians bustled back and forth along Fifth Street in an endless stream, horns blared, "newsies" cried their wares shrilly, but the small group in the lobby were oblivious. They hung on the words of the Old Timer, lost in the thrall of the tale he spun.

"At the fifth innings the game stood twelve to five in the Donald end and the boys from that burg, offering odds of five to one, were almost crazy because they could not get all their poke up on the game."

Whirlwind Finish

"In the ninth innings the score was twenty all, and the Medicine Hat bunch had found their voices and their money. They were putting out their long green in bunches at even money and were snapped up."

Setting his teeth in a villainous plug the Old Timer stoked up for the climax: "Going into the tenth the 'Hat went to the stick first, with Stark up. This feller Stark could knock the cover off a triple-stitched ball and when he started swinging three bats in front of the players' bench the Hatters started laying their bets at five to one."

"When Stark walked slowly up to the plate you could hear the grass pushin' up with a noise like thunder. He spit on his hands with great care, filled the left side of his face with black strap

and announced that he was ready.

"Wa-al sir," the Old Timer sang, scanning the eager faces about him and greatly enjoying his little drama, "Stark took holt of the first ball Chesley threw at him—a hook it was that curved like a swan's neck. Boy, how he lambasted that ball! It went out over second base and it's my opinion it's soaring yet, for it never was found."

"That gave the 'Hat the championship and what followed would take old Kipling to describe. Seven

thousand dollars switched pokes, a good deal of it at the point of six-shooters held by men who weren't fooling a bit. It was in prohibition time, but squirrel whiskey was still to be had and the heart-broken Donald sports climbed back to their nest in the mountains."

"The trainmen at this time ran from Donald to Medicine Hat and on the day of the game the fans at home camped on the Donald end of the wire. Most of 'em were running temperatures as they

waited for the returns. When word was received that Donald was ahead in the fifth, the Battle of Bull Run was a Sunday school party compared to the time they ad.

"When the final score of 21 to 0 in favor of the 'Hat reached them, not a word was said nor a merol note, and after that the town gradually died."

And Cricket, Too

Another bullseye was marked up to the Old Timer's credit as he men about him blinked with the sudden release of their thoughts.

It was the harness salesman who broke the silence.

"What a game that must have been. Never knew they were so enthusiastic in the old days. But was baseball the only sport they had, Old Timer?"

Again the contemptuous snort. "Hell, no. We had everything from horse-racing to cricket an' golf. I tell you, boy, we didn't miss a thing in those old days and the conditions we played under were often so danged unusual we had to revise the rules."

"Back in 1894 I saw my first cricket game on an island outside the stockade of Fort Macleod. In the summer of that year the Calgary Cricket Club under the captaincy of Dr. L. G. de Veber played a match against the Macleod eleven led by Viscount Boyle. The fact that it took the Calgary team two days to travel to the fort and two days to return didn't faze those pioneers at all. They travelled in R.N.W.M. police conveyance and sashayed right along at the rate of about 55 miles in a day, which was considered right smart going. I remember it was a perfect day and the players informed me the 'pitch' was very fast and the Calgary outfit won a well contested game. Can't recollect

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Lethbridge born, son of one of the original pioneer families, I have pride in our city and work for Lethbridge's continued progress.

J. S. KIRKHAM,
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Thankful for your patronage, we on this 50th Anniversary, pledge continued co-operation and service to Lethbridge and District.

AL. FREED,
Mgr.-Director.



AL. FREED

The Garden Hotel is a Friendly Spot

England vs. Scotland in Soccer Then

the scores—never could make much sense out of them cricket figures—but there wasn't a great deal betwixt 'em.

"Long about the time Louis Riel was putting wrinkles in the brows of government officials, the Ninth Battalion of Quebec Rifles was sent west and relieved the 'Mounties' at Fort Macleod. Celebration of Queen Victoria's birthday was carried out by holding military sports on Sample's Bottom. Officers and men directed the events."

"How about sports right here in Lethbridge, Old Timer," interrupted one of his audience. "You've told us about baseball in Calgary and cricket in Macleod, but what was Lethbridge doing?"

Played Football

"I'm coming to that, lad. Don't get in a lather. I remember comin' into Lethbridge in '85 to see a game of Association football, or soccer, if you like. Most of the fellers here know John D. Higinbotham an' if you don't you should. Wa-al J.D. he was out there along with one of the local sky-pilots, Rev. Angus Robertson, and so was John R. Kevin, who was telegraph operator for the N.W.C. and N. company at that time. Reverend Angus is dead now and Kevin is a doctor in Brooklyn, New York."

"Higinbotham was very active in this game and mid-way through the battle he met up with Kevin in a doozer of a collision, Kevin coming out with a badly injured ankle. The match was played in the 'Square', which was the sport centre for all the young bucks in town."

"There was always plenty of Scotchmen and Englishmen ready an' eager to play soccer, but the first really famous team was organized in 1891. Most of the players were miners an' after a nice easy day in the mines they used to practice football. They cleaned up everything in sight that year and it was a revelation to see those boys gallopin' up and down a field makin' that ball talk."

"They had a couple of forwards, Tommy Graham and Adam Leish-

man, who were pizen to goalkeepers. Then there was Joe Short-house, Paddy Cain, Jim Wyllie, Bill Scott, Jim Warwick an' 'Bow-legged' Sam Pfeffer, the goalie, who used to let the ball through his legs."

"Miners defeated a challenging Calgary team six to nothing that year an' that was the most serious contender for supremacy that they run up agin."

Pausing long enough to wave a curious bell-hop out of the line of fire, the Old Timer scored again and rambled on. Streets were alight now with a thousand twinkling eyes, but none of his original audience had departed, rather it had increased.

"Lethbridge was still turnin' out good soccer teams right up to '88, when the game petered out for a while. There was a gang of Scots down at Belt, Montana, in those years an' they certainly knew how to bang a ball around. Every one of 'em was a heel 'an toe artist. Heh, heh! Honors was split up purty equal, but there was never a great deal of betting, for those Scots were too canny."

"Californy couldn't hold a candle to Alberta in them days for they played a baseball game on Christmas Day with the mercury at 58 above. J. D. Higinbotham performed in that game, too, in fact J.D. was pretty prominent in most of the early sports here."

"In '86 Lethbridge had a slick bunch of ball-tossers, but real competition was few an' far between. The old 'Turkey Trail' was burning up the countryside by that time, however, so once in a while our teams went to the 'Hat or Calgary, at which times the whole town, including the Miners' brass band, went along. Rivalry was keen an' some of the fans was mighty techy. Everybody bet freely, but o' course it wasn't everyday that money was as loose as it was in the 'Hat-Donald game."

Other Ball Games

"Batteries for the ball games in '86 were Bob Casswell and Kemp for Lethbridge and Nethery and Alf Fidler for the 'Batters. Medi-

cine Hat used to bring in quite a few 'ringers'. Being a divisional point on the C.P.R. they had an advantage over us and they brought in ball-tossers from Winnipeg to the Rockies. They either found 'em berths or drafted 'em into railway jobs."

"When a pitcher started a game he finished it an' it was very rare to see a team substitute for its chucker. As with the soccer, baseball occupied a pretty important position in the eyes of the old timers. One of the best teams we ever had around here set its spikes in a diamond in 1891. It was like one man fightin' a grass fire with gunpowder to try an' stop the Lethbridge team."

"One of the few defeats came when they travelled to Great Falls and dropped an 8-7 decision. That beating only roused their dander, for when the Falls team played a return game here Lethbridge belted 'em out of the park with a 27-2 larruping."

"B'gosh, I reckon I kin show you fellers some of the teams that played here in the early 90's. Hey, boy, run up to my room and bring me the pictures from 'back o' them buffalo horns on the wall."

Waiting for the bell-hop's return, the Old Timer chewed mechanically, his thoughts wandering through the dim sports lanes of years past. The boy's bright "here you are, sir," brought him back and he reached gnarled fingers for the faded photos."

Houk's Savages

"There's one I want to show some of you cubs, because some o' your pappys will remember a few players. A-a-h, here it is: Houk's Savages."

The Old Timer held out one of the photos and the group pressed about him closely as they craned to glimpse the features of players. Young fellows with fierce moustaches and wearing peculiar flat-topped caps, gazed back at them. "Lethbridge Baseball Club—1905," read the caption, "champions of Southern Alberta Baseball League."

"They played for the Fred Rooney cup," remarked the Old

Timer. "There's Tom Kevin, president of the club. Those two fellers up there, Mike Vrooman an' 'Doc' Gallivan were the pitchers an' John Stewart was catcher. At first base they had Louie Gagnon, at second Press Houk an' at third Tommy Simons. George Appleford was short stop, Bob Culbertson left field, Jim Buxton centre field and Fred Kenny right field. George Houk was the leading light in baseball circles around the time his Savages were at the top of their form. He and his boys were baseball bugs from the longest hair on their heads to the tips of their toes."

"George used to boast about a 16-year-old neevy o' his, though, who became famous not for playin' baseball but for roller-skating. This lad was also named George Houk and lived down in the eastern States, St. Louis I think it was. He skated for 72 hours and covered 804 miles tying for first place in a six-day race. Heh, heh! Bring on yer six-day bike riders, boys."

More Cricket

"Baseball wasn't the only sport in the bat-swinging line around here, though, for with a division of about a hundred 'Mounties' in the barracks or on detachment, there was always plenty of officers and men available for cricket. There were some real willow-swingers in that bunch of Red-coats, too, and all through the 80's and 90's there was never any difficulty staging tournaments without going outside the town. They had Married versus Single matches, Old Country agin Canada, Police versus Civilians."

"Stars o' that game here were Superintendent R. B. Deane, Inspectors W. O. Morris and White-Fraser, Sergeant Sexton, C. C. McCaul, K.C. and John Norcross. Those fellers played cricket with all the trimmings, including tea served in a marquis."

Tennis in 1886

"Higinbotham was prominent in forming our first tennis club in the fall of 1886. They hired a feller with a scraper and set him to work levelling courts right

where the C.P.R. ice-house now stands. All the top-soil was removed and the clay sub-soil was rolled and baked with a little of our Southern Alberta sunshine, which process perduced some mighty fast courts."

"P. M. Lucas, who was a graduate of an English university, acted as coach, or mebbe I should say 'instructor'. Lucas was E. T. Galt's secretary and besides bein' a crackin' good secretary he knew the tennis game from t' net out. Young feller called Fred Godwin was a real star and along with Higinbotham cleaned up on most of the opposition that came near Lethbridge."

"Godwin was good enough to win the championship of Manitoba and the North West Territories, which is a danged sight better than any o' you young squirts around here have done."

Abashed squirming on the part of a be-flanneled young man told the Old Timer that his shot had gone home and he resumed with a chuckle.

"Young Godwin and Higinbotham high-tailed down to Great Falls, July fourth, 1891, and took the U.S. players over the jumps. They fanned themselves pretty highly down there in Montana an' when our tennis, soccer and baseball players showed up the best they had they were none too glad about it."

"Heh, heh—there's one thing about that invasion that I still laugh about. There was no passenger train available and the trip was made in a train made up of 14 cabooses. As the train was about to pull out of the Falls, Inspector H. S. Casey of the Mounted took a position on the platform of the last caboose and prepared to deliver an oration to the gang gathered about to see the boys off. This Casey was a great sports booster and he had got hisself worked up to a real speakin' pitch with a little aid from John Barleycorn."

"Wa-al, sir, jest as Casey was hittin' top pace some gent in the crowd let fly with a fine ripe

(Continued on Page 38.)

TOWN OF MACLEOD

We the citizens of Macleod and district extend to the citizens of Lethbridge our heartiest congratulations on the occasion of the celebration of your Golden Jubilee and fifty years of progress.

Macleod, one of the oldest towns in the west, situated 30 miles west of Lethbridge, on the Old Man river was the headquarters of the Royal North West Mounted Police in 1874. We celebrated our jubilee in 1924 and our diamond jubilee in 1934 just one year ago.

Macleod is proud of its history and confident of its future. From the old frontier town it has developed into a modern town enjoying all utilities and civic improvements that a city enjoys.

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MODERN TOURIST CABINS AND SERVICE STATIONS

STOP AND SEE OUR TOWN

TOWN OF MACLEOD

Lethbridge Won Lacrosse Title

(Continued From Page 37.)

watermelon that caught the inspector flush on the gib. The weight of the melon and the fact that Casey was none too sure of his equilibrium proved a little too much for him and he flew off the caboose platform in a kind of sprawling dive. He looked so tar-nation funny that everybody forgot to be sore."

Golf Just the Same

Taking advantage of the laughter that greeted the Old Timer's words, somebody dropped a query about golf. It was rather a skeptical query, for where could a course be found on which to play golf in a day when the west was still "wild and woolly."

"O' course we didn't have no fancy layout, but it was golf just the same. Here's another case where John Higinbotham pioneered. In 1890 some friends of J. D.'s from England visited 'em here and on their departure they presented him with four sets of golf clubs. Higinbotham had never seen the game played, nor as far as I know had anybody else in Lethbridge. But J. D. had the real pioneer spirit and was ready to try anything once, so he and Fred Godwin—who was manager of the Union Bank by the way—got together and studied a book of rules."

"Then one fine day armed with spades, shovels and some empty tomato cans the two golfers went out on the prairie and mapped out a course east of Westminster Road, now 13th Street. The course extended to Montana Junction via 'Freeman's Lake,' a holler that was filled in years ago. After sinking the tins the two pioneers levelled off nine 'greens'."

"Th' tees were one long drive or two long drives apart and there never was a course with more hazards, for in spite of the fact that a lot of the gopher and badger holes were plugged with sods of turf there was always plenty more waitin' with open arms for unsuspecting balls. Dunno what par for that course was, but it musta been pretty high."

Those Lacrosse Teams

"Most of you young lads whose pappys came out here in th' 90's must've heard of the lacrosse teams we had about that time, though there's a lot of hokum dished out by fellers who never even saw a gutted stick."

"I don't perfer to know the complete history of lacrosse here, but I recollect fine some of th' games and a lot o' the players."

"There were some mighty fine stick-handlers here in those days and many of the players from the east were ranked as good as any in Canada. 'Twas in 1893 that the Hudson's Bay company put up a trophy to be competed for at the Calgary Fair on June 28th. Our boys were in fine shape that year and when they got word of this trophy they gave an extra twirl or two to their moustaches and decided that that cup would look pretty handsome in their own trophy cabinet."

"So at 10 o'clock on the evening of June 28th the lacrosse team climbed aboard the rail that navigated the old 'Turkey Trail'. I say 'navigated' and that's just what I mean, for in 1893 it rained for an hour or two every day for six weeks and the trains steered a course through a rollin' sea o' grass. You could take a mowing machine that year and cut hay anywhere you wanted to put the blade down, for the grass was knee-high. The two tracks of the 'trail' was just slight depressions in all this grass, for the tracks were laid right on the prairie with mud for ballast."

"You kin imagine that this juicy cow-fodder made slippery goin' for the engine, and about five o'clock on the morning of the 27th the train stalled on the grade near Winnifred. The train crew rustled the boys out and told 'em if they ever wanted to play lacrosse in Calgary they'd have to haul sand. Y'see the Turkey Trail joined the main line at Dunmore and had to make connections by eight o'clock that morning for Calgary. As there was only three main line trains a week the team would be stranded at Dunmore for a couple of days if they didn't get there on time, and bang would go their chance to lift that H.B. trophy."

"You shoulda seen them boys pack sand from the caboose to the engine. They sanded track for a quarter of a mile in front of that engine and it was a pretty weary bunch of lacrosse players who climbed aboard the main-line

train at Dunmore. But little things like that never bothered our athletes in those days—the main thing was a chance to play lacrosse for that Calgary cup."

"Rules were a leetle different at that time than they are now. For instance the first team to score four consecutive goals won the game, and some of the games were pretty short. But lots of times one team would get three goals and be congratulating themselves on winning the game, when the other team would put in a goal and they'd have their work to do all over again. If neither team won by this method, the team that was ahead at the end of two hours' actual playing time won."

"This Calgary game was billed as for the North West Territories championship and was played on the new Calgary fair grounds, known now as Victoria Park. Calgary had a good lacrosse field at this time but they wanted to play the game at the fairgrounds so as to drag the crowd."

"That there game took exactly three hours and forty minutes, roughly one hour and forty minutes being occupied with time out, as the ball was bein' lost down badger and gopher holes from start to finish. Never see so many new balls used in one game—just as the boys would begin to get going some galoot would drop the ball and it always seemed to head for one o' them holes like a homing pigeon."

Lethbridge Won

"Who won? Wa-al now, that there's kind of a foolish question. Lethbridge won o' course and here's a picture of the team and trophy to prove it. The final score was four to one."

Pointing to the sturdy figures in the photo, the Old Timer named them off: "There's A. B. Stafford, Jim Wallwork, A. Head, M. Freeman, J. Morris, D. Crichton and A. Jardine. And there's D. McKay, H. West, Larry McEwen, J. McKay, I. Currie, E. L. Latimer, Harry Bentley, Bill Galliher and A. Wrigley. There was a great bunch of players, every man of 'em a real sportsman who played for nothing but love of th' game."

"I remember the Calgary team was afraid of the goal-scoring ability of Crichton, one of our stars, and they set a feller called 'Birdy' Swift to guard him. There was just a little too much of Crichton for Swift to handle, for in spite of the fact Crichton didn't look big he was hard as nails and broad as a span of horses. After bouncing off the Lethbridge man a couple of times 'Birdy' got kinda discouraged and Crichton wasn't bothered for the rest of the game."

"Larry McEwen was so danged good-natured that he'd often go to great lengths to keep one of the opposing players from being penalized. One of the Calgary players cracked Larry a blow that nearly knocked him down but when the referee was about to order the Calgary off, McEwen spoke right up. 'Never even touched me,' says Larry, and the Calgary player was allowed to continue. As I said, they was real sports, those boys."

"Yeah," interjected one of the group, "they must've been real sports all right. Guess they didn't know many of the tricks that some of these modern outfits think up."

"Dunno about that," replied the Old Timer. "I 'member the year before this championship game—in '92 to be exact—the Lethbridge lacrosse outfit went up to Calgary to play an exhibition game. Alex Colville was a druggist here long about that time, I forget whether he was a player or not but he was pretty closely coupled with lacrosse doings. Anyhow, Alex went along on this Calgary outing and just before game time he slipped all of the boys a shot of cocaine. Man and boy I've never yet seen a team travel like that year of ours did for about the first hour. They ran the feet off those Calgary players, who thought they'd been run in against a pack of greyhounds. But as the game wore on the 'dope' wore off and the Calgary team closed with a rush that wiped out a Lethbridge lead in next to no time. Calgary won by a single goal as the two-hour time limit rolled around, but they sure thought they had been playing against a team of demons."

Amateur Rules

"These here amateur rules never bothered our athletes a great deal in th' good old days and the various towns used to advertise for players and nothing thought of it. I've got a clipping pasted on the back of one of these pictures; just

a minute . . . Uh . . . here it is. It's from the Frank weekly paper and says that 'several good situations are open in Frank, which will be offered to first class lacrosse players. In addition want ads will be inserted in several newspapers.' The result of this was to bring players to the various towns from lacrosse centers throughout the Dominion. Lethbridge relied largely on home-brews, but we did have a few young college fellows here one summer who were given jobs to keep them in town for the lacrosse season. Most of the 'ringers' came from Ontario, Manitoba and British Columbia, with Toronto, Winnipeg and New Westminster bein' the chief distributing points for them provinces."

"Macleod's Taste of Lacrosse" "Twas in '92 that lacrosse was born and died in Macleod. A home and home series was arranged between Lethbridge and Macleod, the first game being played here on the Square. Our boys were cautioned to let the Macleod outfit down easy, as they were all new at the game and they didn't want to break their spirit by giving 'em an awful trimming. Lethbridge was so far superior to the Macleod boys that they actually allowed 'em to shoot at an open goal in order to keep the visitors in the scoring columns. The locals finally won three to two."

"Came the return battle at Macleod. The lacrosse game had been scheduled to start two hours before a polo game and the Lethbridge players were very anxious to see this polo contest."

"But when they arrived at Macleod it was discovered that one of the 'star' players of the Macleod team—which was mostly made up of Mounties—was in the guard house and the sergeant who was captain of the team, refused to start until this chap was released. Wa-al time drug on and on. By the time two hours had elapsed the Lethbridge boys were hoppin' mad, for they were going to miss that polo game sure as guns."

"Just as they had about given up hope, however, the player was released from the guardhouse and the game was on. It lasted less than two minutes. Just as long as it took to bring the ball to centre, face it and ram it into the goal four times. Swish, swish, bang! That's all there was to it—the Macleod boys were helpless. That killed lacrosse in Macleod and as far as I know there was never another game played there."

"Although at times interest waned, Lethbridge fielded many good lacrosse teams. Comin' into the memory of some of you older fellers—around 1900—were some of the greatest players we ever had here. Freddie Gow's name, for instance, will live around here as long as lacrosse is thought of. He was a marvelous stick-handler, fast as greased lightning and he could 'take it' just as well as he could 'dish it out,' as you cubs might say. Freddie's old home town was Fergus, Ontario, where every boy was a Scotchman, a Presbyterian, a currier and a lacrosse player."

A Real Team

"Others of the brigade about that time were Charlie 'Porky' Van Horne, Elmer Myers of the Mounties, Alex Stafford, who was killed during the Great War; Alvin Ripley, another war victim; 'Bun' Clarke, Fred Kenny, Jim Wallwork, Sam Hays, George Manahan, Lally Ripley, Alex Scott, Bish Davis, Frank Wallace,

Andrew Scott, Dick Robson, 'Box' Brown, Barney Scott, Dr. J. S. Stewart, now our M.P. at Ottawa; Allan Ritchie, Elmo Fraser and Edgar Hill. For many years J. H. Stanley was president of the local association, Doctor McClure was vice-president and Doctor F. Mewburn was honorary president."

"The boys took their training very serious in them days, too. They used to go on a strict diet, of which carrots was the main item. There was no tea or coffee drinking and the boys used to practice every night, which is a blamed sight more than you can say for the teams today, at least most of 'em. I can still see 'Doc' Stewart, Alvin Ripley and Alex Stafford running out to the fair grounds—later Victoria Park—every night. That was a real jog, let me tell you, though not quite as far as the present fair grounds."

"Feller might talk 'all night about lacrosse alone, but it wouldn't be safe to pass on without mentioning the great series played against Cranbrook in 1905. It was around this time that the lacrosse migration from the East as well as from B.C. was at its height and the Crow's Nest league was in full swing. Fernie, Frank, Cranbrook, Medicine Hat and Lethbridge had teams entered, the Lethbridge entry going under the monicker of 'Mavericks.' They was just about as tough an smooth a bunch of ball jugglers as you could wish to see and Lethbridge fans was mighty proud of their team."

"Cranbrook and Lethbridge were the teams to beat in this league and it looked as though Cranbrook's team of imports might hold a slight edge. Most of their outfit had been drawn from Toronto and New Westminster, while Lethbridge's team was made up of home talent."

Home on a Freight!

"The game in Cranbrook was a riot, and that's putting it very mild. Those Cranbrook fans were just about foaming at the mouth and half way through the game they got out of control, the spectators swarming onto the field and roughing up the Lethbridge players, with the result that we finished the game with half a team, losing out by 13-1. You can imagine how hot things were when I tell you our boys sneaked out of town on a freight."

"When the final game in Lethbridge came along, that Cranbrook gang swarmed down here in a special train of six cars, packed and overflowing, every Cranbrook man waving a fist-full o' money under the nose of any Lethbridge fan who dared to even glance his way. But Lethbridge money was pretty tight, for the local supporters had received quite a scare from that first game defeat."

"Due to some real precautions the game was played under absolutely fair conditions with Lethbridge winning 6-4. That'll give some of you boys an idea of how serious we took our games."

The Old Timer turned his attention to winter sports:

"Aside from occasional sleighing and tobogganing parties down the sides of the coulees, winter sports weren't very much in evidence here until the town was built up a bit. In the severe winter of 1896 an '87 Bill Bentley sponsored an open air skating rink on the corner now covered by the Sherlock Block, but this was one of the few rinks in the early days."

First Bonspiel

"First curling rink in Lethbridge was built north of the old O.P.R. station which was located across the street from the Hudson's Bay building. I well remember our first bonspiel in 1906, when our local besom an' stane artists won out over the strong Calgary rinks of Miquelon and Savage. A crack rink o' curlers skipped by Barnes won the Grand Challenge competition. Barnes' rink consisted of A. E. Humphries, Harold G. Long and G. W. Robinson. Norrie Macleod's rink ran a close second and was made up of Donald Duff, Press Houk and E. D. McGregor."

"First and second prizes consisted of specially engraved watch-fobs and cups and were pretty elegant, but to my way of thinkin' the third prize winners had the best of the deal, being awarded with four boxes of cee-gars and four bottles of fine Scotch, the curler's official drink. J. Kenny's rink was the lucky third prize winner. "A. E. Humphries was our police magistrate in them days and in the winter of 1907 A. E. went to Calgary to try his hand again that of the Cow Town curlers. He was called home by a wire that read something like this: 'Twelve cells full. More coming. Home quick.' Heh, heh!"

"But Lethbridge was well represented, for a local rink skipped by John Bruce, with three of the Scott boys assisting, wrote curlin' history at that Calgary 'spiel, winning 20 out of 23 games. They won the Brewery, Visitors and Grand Aggregate and came second in the Burns competition. Not bad, eh boys?"

As the "boys" chorused their affirmation the Old Timer yawned and glanced at a ponderous watch.

Rifle and Gun Clubs

"High on my bed hour. Ain't young as I used to be, I'll tell you—all about the old Rifle and Gun clubs and then you fellers'll have to go before you get booted out . . ."

"Th' old Rifle Club was formed in 1896 with Harry Bentley as president and twelve members enrolled. John Craig and 'Doc' Mewburn were the crack shots in that outfit and could out the bulleye out of targets at any range from 200 to 800 yards. Most of the shoots were local competitions, but occasionally the 'Hat' sent teams."

"John Craig came close to breathin' his last one day at the butts, which was located roughly north-east of the present Thirteenth Street subway. He was calling the shots for a young feller named Arthur Lundy, who was practicin' one morning, when one of the targets stuck. Signalling Lundy to cease firing John raised up, but just as he did Lundy fired again not having seen the 'cease fire' signal. Craig got a lead slug in the fleshy part of his shoulder that ripped a pretty bad wound. 'Doc' Mewburn was in an adjacent house, however, and soon had the wound patched up although John was bothered for some time with it. If he'd raised up another inch or so he would have been pushin' up daisies that very day."

"Lethbridge had the distinction of forming the first Gun Club for shooting at flying targets in the North West Territories. The club was formed in 1898 and the first members were L. N. McEwen, Alex Moffat, George Steele, Steve Alexander, E. T. Saunderson, William Oliver and Bill Henderson. There



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CALGARY, Canada

The "Eighty-Fivers"

(Continued From Page 35.)

stant friend, no better fellow citizen, or truer Christian gentleman. All who knew Mr. Macbeth will fully endorse these last remarks.—Contributed by W.D.L.H.

THE J. BAILEYS

J. Bailey came to Lethbridge prior to 1885, it is believed, and was in charge of the building of the new Police barracks for the government in Macleod in 1883 and 1884. When the railway was built from Dunmore in 1885 he was the first superintendent. He was married, had three children, and Mrs. Bailey was the first organist of Knox church. Mr. Bailey built and lived in the house on Second Ave. S. where Dr. Steele now lives. It is understood that Mr. Bailey went to Chilliwack, B. C., when he left Lethbridge.

THE GEORGE RUSSELLS

George Russell was just the type of adventurous young man to come West and grow up with the country, helping it grow. He was born at Ottawa, and in 1882 got the roving urge when he joined the survey party of F. W. Armstrong at Orillia. They came west through U.S. and ran into floods in Minnesota. Where the railway disappeared under the flood on the Red River in the latter state they took a stern wheeler, boat and came north to Emerson, Man. The C.P.R. track was then as far west as 30 miles this side of Brandon. The party went there and outfitted, and spent most of the summer surveying in Saskatchewan, running base lines. They got as far west as the Big Bow, and Mr. Russell drove the chief to Macleod for supplies. Reaching "The Crossing" at old Fort Kipp they met Sir Alexander Galt and party headed east, evidently going from Fort Macleod to the workings the Lethbridge Collieries were developing at Coal Banks.

Mr. Russell left the survey party the next year, 1883, and went to work for the North West Coal and Navigation Co. at their sawmill and lumbering camps in the Porcupines, getting out lumber for the barges the company was building, and for the new barracks at Fort Macleod which the company was building for the government. He stayed with the company until Capt. Nicholas Bryant started up his ranch on Willow Creek, about three or four miles south of where Granum now stands. Elsewhere in this issue it is stated that Capt. John Bryant, who had started the ranch, was a son of Capt. Nicholas Bryant. That is not correct, Mr. Russell says. They were brothers. The Bryants left the ranch about 1885 and left Jim Stephens, a nephew, in charge. At that time Mr. Russell got to know Jim Daly and Curley Whitney who were ranching on Daly Creek to the west and also the Lyndons, whose ranch was used for the base camp of the survey crew that was running the Fifth principal meridian.

Leaving the Bryant ranch Mr. Russell put up the first hay cut in the Milk River ridge. That was in 1885. The hay was cut on contract for Foley Bros., who were the contractors on the narrow gauge railway from Dunmore to Lethbridge. That summer, the year of the Rebellion, Mr. Russell was a member of Mr. Stafford's home guard, fearing an Indian uprising.

In the fall of that year Mr. Russell went east to Ottawa where the next March he married Miss Isabelle Ann Bell. They came west immediately and had a home in Lethbridge on 5th Street, opposite the old "News" office. Their little house stood on part of the property now covered by the Oliver block, and was moved west of there and is still standing.

In the spring of 1887 Mr. Russell started his ranch on the St. Mary river, and later bought out the Paddy Hassen ranch headquarters where Mr. Russell built a new house in which he still lives. Some 20 years ago Mr. Russell went east to Niagara on the Lake, and bought a little fruit farm, but he found it was more arduous than operating an Alberta ranch, so he came back to the St. Mary. His son had been operating the ranch in the meantime.

Five boys and one girl were

born to Mr. and Mrs. Russell. These were Harold, now living south of Pincher Creek; Andrew and Frank, who enlisted with Lethbridge artillery units during the war and were killed overseas; Fred who enlisted from the east when he was 17, and is now living on the old home place; Ernest who is operating the old Curley Whitney ranch on the St. Mary, and Miss Florence, at home.

"SI" SAUNDERS FAMILY

E. T. "Si" Saunders, who died in San Diego, Calif., some years ago and who is buried there, was an old-time printer. He was an Ontario man and worked at his trade on the St. Thomas, Ont., Journal. He came west in the early days and entered into a partnership with C. E. D. Wood, later Judge Wood, in the publication of the Macleod "Gazette". In the year 1885 he moved to Lethbridge where he started the Lethbridge "News". Later still he became interested in the "Echo" at Pincher Creek. Mr. Saunders married Miss Carrie Kean, daughter of a real old-timer of Lethbridge, John Kean. They had no family. Mrs. Saunders at the time of writing is in the Painted Desert of Arizona. Old timers recall that "Si" Saunders was a good, practical craftsman, a Conservative in politics and an interesting frontier publisher, well known in many parts of the west. He ranched at Pincher Creek for a time.

ALEX ROSS FAMILY

Greetings of the Golden Jubilee celebration are extended to Alex Ross of 823 East 32nd, Seattle, Washington, who was one of the first settlers in Lethbridge having come here in 1883 from Hamilton, Ontario. He was associated with the late William Stafford in the mine at the river bottom and on March 8 1894, married Agnes Stafford. The call of Alaska took Mr. and Mrs. Ross to Juneau shortly after their marriage where Mr. Ross carried on gold mining operations until about 1906 when they came south again settling in Seattle. Mrs. Ross passed on in Feb. 1926, survived by her husband, one son, William and two daughters, Ethel and Jean, both of whom are married and living in Seattle.

Mr. Ross who is about 63 years of age is now making his home with his eldest daughter, Mrs. Earl Morrison in Seattle.

THE J. J. MCKAY FAMILY

J. J. McKay came to Lethbridge, then Coal Banks, from Nova Scotia with William Stafford in 1882 on his first trip to Alberta. The object of the trip was to prospect for and to locate the best possible point to open up a coal mine on the Belly River for the company headed by Sir Alexander Galt. After prospecting and testing the coal all the way along the river from Medicine Hat it was decided to open up a mine on the river bottom at this point, and on the mine being established here Mr. McKay became first mine manager until Mr. Stafford.

His family came from Nova Scotia in 1886, landing at Lethbridge on July 6. The family at the time consisted of Mrs. McKay, and six children, Mary, who married John Stafford, J. Ronald, Joseph, Sarah, Christie and Hanna all born in Nova Scotia, and three were born after arriving in Lethbridge, James, Minnie and Jennie. It is quite interesting to know that in this family there was only one break; J. J. McKay died some years ago, but the rest of the family are living. Mrs. McKay, now 81, is living in Drumheller with her younger daughter, Jennie.

THE CYRIL BEGIN FAMILY

Cyril Begin, a native of Quebec, came to Lethbridge in 1885 and opened up the first restaurant and candy store. For many years he was the only restaurateur in the young mining camp, and his place of business was next to the old stone building later built by the Union Bank on Round Street (Fifth). He was married, and while Mr. Begin died in Lethbridge several years ago, Mrs. Begin is still alive, living here with her daughter Mrs. Pat Buckley, wife of the well-known Sweet Grass rancher, who is caring for her mother in her old age. Another daughter, Mrs. T. D. Kevin, died some years ago as did two boys, Adjutor, formerly a Drumheller merchant, and Albert.

THE JOHN MURRAY FAMILY

John Murray, born in Montreal, came to Lethbridge in 1885, with Cyril Begin, but his family did not follow until about 1890. Mr. Murray was a carpenter, which trade he followed until he retired. Mrs.

Murray is still living here, with her son Billy, owner of the Elite Cigar Store. The other members of the family were Albert, now in Winnipeg, and John who died 22 years ago. Mr. Murray died just two years ago.

J. E. KEVIN

The name of Kevin was associated with the railway department of the North Western Coal and Navigation Co. from the time the narrow gauge railway was built in 1885. The first dispatcher was J. R. Kevin, and he was followed by his brother, Thos. D. Kevin. J. R. Kevin was born at La Crosse, Wis., in 1862, and after working for the C.M. and St. P. Railway for several years came to Swift Current as dispatcher when steel reached that point on the Canadian Pacific in 1883. Later he came on to Medicine Hat, and in 1884 and 1885 he was with the telegraph department at Calgary. When a dispatcher was needed on the N. W. C. and N. Co. line Mr. Kevin came to Lethbridge in 1885. His brother, T. D. Kevin, came later and was first dispatcher and then railway superintendent, and lived here till his death.

THE D. J. MCKAY FAMILY

D. J. McKay, a fairly old man at the time, came to Lethbridge with his family from Stellarton, Nova Scotia, in 1885 with a number of families brought out by the N.W.C. and N. Co., and was a carpenter with the company. Later he entered the car repair department. His oldest son was Dan Rod McKay, now living at Blairmore, and there were a number of daughters including Mrs. Matheson, Mrs. Andrew Hood, Mrs. Austin Morne, Mrs. Arthur Jardine and Cassie. Two younger sons, Joe and Alex, were railwaymen, and are both dead.

In 1906 Mr. and Mrs. D. J. McKay celebrated their golden wedding at Lethbridge, and it was said at the time to have been the first such event ever celebrated in the city. An account of the golden wedding appeared in a Nova

Sport in Them Thar Days—

were others, too. Lemme see, think I've got a list here somewhere. Yep, here it is. In addition to those mavericks, there was Thomas McNabb, Howard Case, Harry Withers, Yank Phair, Andy Scott, C. W. Lowther, Donald Duff and Captain Cottingham.

"The shooting grounds was located south of what is now River View residential section and a small clubhouse was put up, the front of which was raised up on hinges formin' an awning. First targets was made from tin discs. Each disc had a short chain attached to the outer rim and connected to a smaller disc with three points. Before being sprung from the trap the small disc was fastened into the larger one by pressure and when thrown in the air the pellets of shot striking the larger disc would release the smaller one, showing a hit.

"E. T. Galt donated a silver challenge cup to the club in 1889 and it was put up every year at their annual shoot, the cup going to the man with highest aggregate, first man to win the trophy twice

Scotia paper. The event was held at the home of Mrs. Eli Hodder, and nearly all the invited guests were residents of Lethbridge of 20 years standing. Solos were rendered by Mrs. Reeve and Miss Agnes Hardie, and instrumental music was provided by Mrs. Neale and Mr. Little. Dr. Mewburn made the presentation of a purse of gold and John D. Higinbotham made a speech. The report stated that Mr. McKay was born at Stellarton in a house situated at the end of River Street built by his father, Mrs. J. MacPhail, now living at Blairmore, is a granddaughter.

to keep it. There were some great battles among those hawk-eyed shots as you can well imagine. Steve Alexander won the cup in 1890, Alex Moffat took it in '91, Larry McEwen in '92 and George Steele in '93. Then in '94 and '95 along came a feller who was the dawgonedest shot in these parts. His name was Bill Oliver and he took the cup two years in succession, winning it permanent. Still on Bill's sideboard s'fer as I know.

"Clubs was formed in the early nineties at Macleod and Pincher Creek and tournaments were held every year by the three clubs. 'Twas an all day drive with a good team and a democrat, but time didn't mean as much then as it does now, when these here cars make the same trip in two hours.

"We discarded our traps and tin targets in 1899, replacing 'em with clay targets. Scores weren't so high at first because the clay birds travelled like all git-out. In the fall of '99 six members of the club decided to have a live pigeon shoot, the entrance fee bein' one dollar and four birds to be shot at, the one who killed the most birds to take the money. The day was windy and the birds instead of rising in the air took a cork-screw flight into the coulee, with the marksmen near breaking their necks trying to draw a bead. When it was over three wounded birds had to be killed by hand and the stakeholder still had the money.

"Until it was replaced by the Old Timers' ball, the annual Gun club ball was the great event of the season with a lot o' high jinks bein' enacted.

"Believe me, if you young fellers get as much kick out of life as we did in them days, you're lucky."

The fanning bee was over. The Old Timer gathered his photos and pulled his lean frame out of the chair, mounting the stairs still walking in the aura cast by his memories of other days. The group broke into small groups, talked idly for a few minutes, scattered.

Memories!

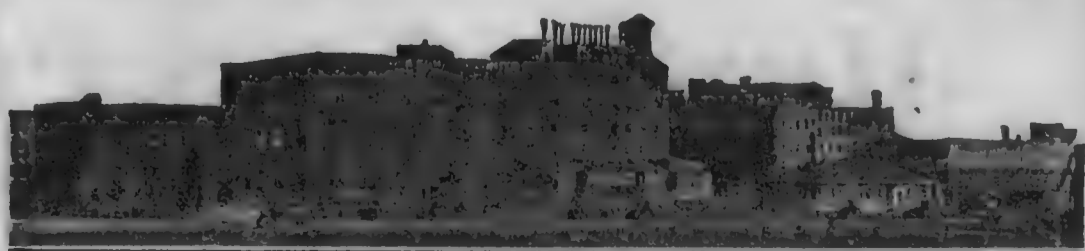
CONGRATULATIONS LETHBRIDGE ON YOUR 50th ANNIVERSARY

As pioneer packers of the West, we extend cordial and sincere greetings to the citizens of Lethbridge upon the celebration of the city's Golden Jubilee. We are happy indeed to have played a part in the city's steady progress, and take this opportunity to express our very deep appreciation for the loyal support the people of Lethbridge have accorded our products. We trust that the marking of this anniversary will usher in a new era of prosperity for all.

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This is Jubilee of Rebellion of 1885

(By W. EVERARD EDMONDS.)

THE CAUSES which gave rise to the North West Rebellion of 1885 were similar to those that led to the Red River Rebellion in 1870. These were: Delay in recognizing the rights of the half-breeds to the lands on which they had squatted; uneasiness as to the method of surveying the lands; and the neglect by the Dominion authorities of all protests sent to them. The gradual influx of white settlers, and the sudden disappearance of the buffalo in the early 80's were contributing causes, and agitation among the Metis increased as time went on.

In 1884, the half-breeds sent a delegation to Louis Riel, in Montana, inviting him to come to their assistance in dealing with the Dominion government. Riel accepted the invitation, and arrived in Saskatchewan early in July. Throughout the summer and autumn he addressed many meetings, and in September, a "Bill of Rights" was adopted and forwarded to the Dominion government. Though some of the demands were just and reasonable, the government did not deign to reply.

Foolish Remark

The spark that really set the prairie afire was the foolish and tactless remark of a man returning from Ottawa, who told a group of half-breeds that the only answer they would get to their petition would be bullets, and that he had passed a camp of 500 policemen who were on their way to capture the halfbreed ringleaders.

A council was hastily called, and those present voiced their determination to defend their leaders to the death.

On March 10 messengers were sent to the Indians asking them to join the movement, and on March 12, the rebel council was secretly formed.

By March 17, the rebellion was well under way. White settlers were seized; arms, ammunition and provisions were taken from the traders, and a number of

these traders were kept in captivity.

Major Crozier was at this time in command of the Royal North West Mounted Police detachment at Fort Carlton. On March 19, he sent Joseph MacKay to Prince Albert with a dispatch to Captain Moffatt, asking him to enrol 80 volunteers and send them to Carlton.

In the afternoon the Prince Albert volunteers left in sleighs to reinforce Major Crozier and the remaining men of the town were sworn in as a home guard.

Daily the excitement grew more intense. The Indian Chief Poundmaker and his warriors left their reserve near Battleford for the Eagle Hills, capturing cattle and supplies as they went. It was feared that Chief Pi-a-pot and his band of 600 Crees would do likewise.

Outbreak of Rebellion

Batoche itself began to assume more and more the appearance of an armed camp. Besides the main body of insurgent half-breeds, there were small bands of Cree Indians under Chiefs Beardy, Okamesis and One Arrow, and Chief White Cap's renegades of the Custer and Minnesota massacres.

On March 23 Sir John A. Macdonald rose in his place in the house of commons and announced that "open rebellion" was in existence against the Queen's authority. On March 24 the rebels were in complete control of Batoche, Duck Lake, St. Laurent and Stobart, and on March 25, Winnipeg troops were called for. On March 26 the fight at Duck Lake took place, and on the same day part of the 90th battalion left for the Saskatchewan.

Battle of Duck Lake

Early on the morning of March 26, Major Crozier sent Sergeant Stewart with teams and a number of volunteers and policemen to bring in some supplies from Hilliard Mitchell's store at Duck Lake. About seven miles out of Carlton, this convoy met Gabriel Dumont with a party of half-

LEADS REBELS



LOUIS RIEL

breeds and Indians. They finally agreed not to fight, but Dumont insisted that the train of sleighs should at once return to Fort Carlton.

When the convoy returned and reported what had taken place, the loyalists were exasperated to the point of recklessness. A taunting remark made by one of the Prince Albert volunteers that Crozier should "teach the rebels a lesson if he were not afraid of them," made that gallant officer's blood boil. He set out with a mere handful of men to give the enemy battle.

A few miles from Duck Lake, scouts came upon a considerable body of the insurgents and were forced to fall back. Converting the sleighs into an impromptu barricade the police took their stand behind it, while Captain Morton with his Prince Albert Volunteers moved out along a straggling rail fence at right angles to the trail.

While these preparations were

in progress, Major Crozier and his interpreter, Joseph MacKay, advanced to parley with representatives of the opposing force, who came to meet them. MacKay saw one of the Indians aiming his rifle at Crozier and fired, killing the man.

MacKay's shot was the signal for a general volley, both sides firing almost simultaneously.

Crozier's force suffered severely. Altogether, three policemen and nine Prince Albert Volunteers were killed, while 25 others were wounded.

Crozier Orders Retreat

After little more than a half-hour's sharp fighting, Major Crozier ordered his troops to retreat. Already the enemy had advanced far around the flanks of the loyalists on both sides. Indeed, had the rebels acted in accordance with the wishes of Dumont, the retirement would have been not a retreat but a rout.

The success of the rebels at Duck Lake produced such widespread excitement among the Indians that, in some cases, they became utterly uncontrollable. Four days after the battle at Duck Lake an Indian killed James Payne, an official on the Stoney Reserve, near Battleford, and another murdered Bernard Tremont, a ranchman, on the following day. The outstanding instance of Indian atrocity, however, was the callous butchering of nine men at Frog Lake by members of Big Bear's band.

Frog Lake Massacre

Frog Lake was a little hamlet that had recently been established as a trading post. There were several white men and two women, Mr. Gowanlock, wife of the owner of a grist-mill and saw-mill, and Mrs. Delaney, wife of the farm instructor, on one of the adjacent reserves. There were a Hudson's Bay company store and a small store kept by Geo. Dill. There was also a small Roman Catholic church.

After breakfast on April 2nd—the day before Good Friday—the Indians, who declared that they

only wished to protect the whites against a possible attack by rebels, insisted upon the white men attending mass. W. B. Cameron, manager of the Hudson's Bay company store, who was not a Roman Catholic, was ordered to go with the others.

The service over, the whites—who had been deprived of all arms—were compelled to march out toward the Indian encampment. Quinn, the Indian agent, demurred, and Wandering Spirit shot him dead.

The general massacre then began. A number of Indians rushed upon Geo. Dill and killed him. Gowanlock's assistant, Gilchrist, was the next victim; then Williams, an old man of 75; then Gowanlock himself. The next victim was Delaney. C. Goupin, a Sioux halfbreed carpenter, met the same fate, as well as the two priests, Fathers Fafard and Marchand.

Meanwhile, Mr. Cameron was at the store, and only his absence at the critical moment saved him from death. He managed to escape to the woods where the chief of the Frog Lake Indians gave him shelter.

The widowed white women, Mrs. Gowanlock and Mrs. Delaney, the only other survivors of the frightful tragedy, were torn away from the bodies of their husbands, and dragged to an Indian encampment. They were saved from a fate worse than death by John Pritchard, a loyal halfbreed, who ransomed them from the Indians.

Battle of Fish Creek

On March 23, General Middleton received orders from the department of militia to proceed westward to crush the rebellion.

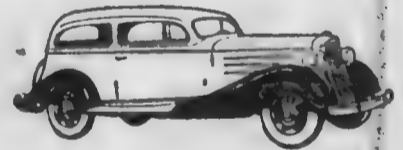
Middleton's plan was to move, with one column, directly upon Batoche, Riel's headquarters. A second column, under Colonel Otter, was to proceed from Swift Current to Battleford. A third column, under General Strange,

(Continued on Page 42.)

PROGRESS

From

Covered Wagon to Modern Motor Car



Back in 1885 when Lethbridge was first incorporated as a city, the covered wagon proved a dependable, if uncomfortable, means of travel for early inhabitants. But time moves on; it's 1935, and Lethbridge is celebrating its 50th birthday. Rutted roads have yielded to smooth highways. Modern buildings are the descendants of clapboard structures. Powerful, easy riding motor cars have displaced the historical covered wagon.

And just as Lethbridge is a pioneer of western progress, so the Baalim Motor Company is a trail blazer of the automotive industry, having contribut-

ed greatly to the development of modern transportation in southern Alberta. Today cars sold by the Baalim Motor Company are the accepted standard of performance, dependability and value. You have only to look around you at the number of Chevrolets and Oldsmobiles on the streets to realize that Lethbridge motorists endorse this statement.

Baalim Motors heartily congratulates Lethbridge on the occasion of its Golden Jubilee, and joins with the city fathers in welcoming back its native sons from everywhere to the Jubilee celebration.

BAAALIM MOTOR COMPANY, LIMITED

CHEVROLET OLDSMOBILE

"The Nichies Are On Us" Is Cry

(Continued From Page 41.)

was to march from Calgary to Edmonton.

General Middleton reached Clark's Crossing on the South Saskatchewan, on April 17. There he divided his force, sending part of it, under Colonel Montizambert—with Lord Melgund, later, Earl of Minto, Governor-General of Canada—across to the north side of the river.

On the morning of April 24, Middleton had his first clash with the rebels, at Fish Creek, where a small, winding stream flowed through a deep ravine leading down to the river. At a point close to the head of this ravine a small party of halfbreeds and Indians had entrenched themselves. The Indians mistook Middleton's advance guard of mounted men for the main force, and fired too soon. Several members of the guard were shot and the line was thrown into confusion. This was shortly after 9 o'clock in the morning.

With a loud cheer the 90th extended into skirmishing order as they neared the ravine. The rebels began firing briskly, being protected by a natural parapet of fallen trees and boulders.

At 10:35 "A" Battery, under Captain Drury, dashed up with the field guns and at once opened fire on the coulee where the rebels were concealed.

At 11:45 o'clock Middleton ordered a general advance. The rebels also rushed forward, and, as the two lines were only 50 paces apart, fighting was brisk and close. Several men were hit and the general had two narrow escapes. Eventually "A" Battery's foot division, under Captain Peters, charged the ravine and drove the enemy back.

Grenadiers Cross Over

Just before the general advance, a signal officer was sent to the river to have the Grenadiers brought over. They had heard the firing, and at noon had reached a point opposite.

It was not until after 1 o'clock that the first company of Grenadiers from the left column got across the Saskatchewan. They came up the river bank with a rush and took up their position to the left of the ravine. Lord Melgund's company was soon followed by two other companies of the Grenadiers under Colonel Grassett and by two guns of the Winnipeg Field Battery under Major Jarvis. By 3 o'clock, with the exception of an occasional shot from the pits, the rebel fire had ceased.

Middleton had probably about 400 men actually engaged, of whom 10 were killed or died of wounds, while 40 others were wounded.

Battle of Cut Knife

On March 20th, Battleford received word from Carlton that Riel had seized prisoners and looted stores around Batoche. On the 31st, the older part of the town was sacked by Poundmaker's Indians, and from that time until April 23rd—when Otter's column arrived from Swift Current—Battleford was in a state of siege. Battleford was relieved, but the attitude of Poundmaker was still uncertain. Otter therefore decided to make a "reconnaissance in force" in order to make the Cree chief declare himself, and to prevent his possible junction with Big Bear.

On May 1st, Otter set out from Battleford with 325 men, a Gatling gun and two seven-pounders. The infantry was conveyed in a train of 48 wagons. About half way, the force rested for five hours, then pushed on briskly, hoping to catch the Indians by surprise. By dawn the scouts in front had reached Cut Knife Creek, which had to be forded in order to reach the Indian encampment.

"The Nichies Are on Us!"

The main body of troops was still at the ford when the police scouts galloped back with the cry, "The Nichies are on us!" The troops dashed up Cut Knife Hill, as the Indians did on the other side, but the Mounted Police won the race for this position. The Indians then moved out of sight into the numerous gullies to the right and left of the hill. Otter's forces were thus placed in a decidedly awkward position, being obliged to fight in the open against an invisible enemy raking both flanks.

Otter's Troops Retreat

For five hours or more the police and volunteers lay in skirmishing order on the hill, exposed to a hail of bullets, but rarely see-

ing an enemy. The guns had been promptly brought into action, but were practically useless.

Shortly after 11 o'clock, Colonel Otter ordered the retreat. In his report, he says: "As we retired two rounds were fired from one of the maimed seven-pounder brass guns the gun having been bound up with rope and splints to keep it together. The enemy did not follow, although, had they done so, much loss of life might have been entailed on us." Poundmaker, however, held his young men back, and at 11 o'clock that night the troops rode into Battleford.

The Capture of Batoche

Five days after Otter's check at Cut Knife, Middleton set out for Batoche with a force numbering 724 officers and men. The attack on Riel's headquarters began on the morning of May 9, when, after taking Upper Batoche, Middleton's men were held at bay by the fierce fire from the rebel rifle-pits, which lay between their position and the Lower Town. The firing kept up all day, and towards nightfall the troops were gradually withdrawn to the four sides of the "zareba" or entrenched position which the General had established on an open space above the town. No tents were pitched, except one for the wounded, and, after a hasty supper, the men lay down in a drizzling rain with their weapons beside them. The day's casualties had been two killed and 10 wounded.

The 2nd and 3rd Day

The next morning Middleton's forces were under arms at dawn, and an attempt was made to take up their former position. This failing, the infantry advanced as far as possible and engaged the enemy throughout the day. During the afternoon trenches and isolated pits were dug, from which, in the evening, they fired on the rebels, when the latter attempted to follow up the troops retiring to the zareba under the General's orders.

On the third day, Middleton led a mounted "reconnaissance" or feigned attack, north from the camp, to a small open plain known locally as La Belle Prairie. This movement withdrew the rebels from the main front, and Colonel Williams succeeded in carrying the Indians' position below the cemetery. Great, therefore, was the dissatisfaction among all ranks when, at nightfall, the troops were again recalled to camp.

Batoche Is Taken

On the morning of May 12, operations commenced with vigorous firing from the direction of La Belle Prairie. Owing to a high wind, however, Brigadier-General Straubenzie had not heard the firing, and Middleton returned to find the troops still in camp. While the General was getting something to eat, Straubenzie moved forward towards the cemetery on the left. The men were in fighting mood, and the shouting of Colonel Williams' Midlanders as they came under fire about noon was the signal for a general advance. As Middleton hurried out from his tent he found the whole line in the wood facing the town—the Midlanders on the left, the Grenadiers under Colonel Grassett in the centre, the Ninetieth under Captain Buchanan on the right, while the extreme right was taken by the Scouts under Captain French.

Without a moment's hesitation they dashed into the bush, carried the rifle-pits with a rush, and then, after a brief pause, swept down upon the town. The rebels fought well and steadily but by 3.30 p.m. they were utterly routed. So quickly was the affair over, that they had no time to carry away their prisoners, who were all found uninjured.

On the fall of Batoche, Riel, Dumont and most of the other influential men among the rebels managed to escape. Three days later, Riel was captured by two scouts, Armstrong and Hourie, but Dumont succeeded in getting across the American border. Riel subsequently declared that he might have escaped with Dumont, but preferred to give himself up in the interests of his Metis followers.

The Surrender of Poundmaker

One of the most dramatic incidents of the Riel Rebellion was Poundmaker's surrender to Middleton, at Battleford, on May 26, 1885. After the capture of Batoche, Middleton had taken his troops to Prince Albert, which had been in a state of siege for nearly two months. Remaining there but a short time, the General set out on the steamer "North West" for Battleford with half his force, leaving the remainder to follow later. The steamer was taking on wood at Carlton when Robert Jefferson—instructor on Poundmaker's reserve, and latterly a prisoner—arrived with a letter from

Poundmaker offering to surrender.

Middleton reached Battleford on May 24th, and two days later Poundmaker's band came in. The main body of the Indians remained on the south side of the Battle River, but those chiefly concerned followed Poundmaker, who led the way, with his sub-chiefs and councillors, directly to Middleton's tent. The General seated himself on a camp stool, with an interpreter beside him, and his staff slightly in the rear. Poundmaker seated himself on the ground directly in front of the General, and his councillors took up their position in a semi-circle around him. Back of these were some prisoners, closely guarded. On the outer rim of the circle were the troops, who, having relieved the Indians of their weapons, now stood at attention.

Poundmaker Surrenders

Middleton, through his interpreter, Hourie, then proceeded to question the Cree Chieftain: "Why did you leave your reserve?" "What did you fight for?" "Why did you loot our teams and transport wagons?" "Why did you rob our mail?"—to all of which Poundmaker answered that he could not stop his young men, and further, that they had fought only in self-defence. All that the Indians now asked was that the women and children might go unharmed.

Middleton replied caustically, and then ordered the arrest of Poundmaker and four of his sub-chiefs, Yellow Mud Blanket, Breaking-Through-the-Ice, Lean Man, and White Bear. He then demanded the surrender of the murderers of Payne and Tremont. An Indian, named Itka, came forward and admitted that he had killed Payne, while another, Wawanch, confessed to the slaying of Tremont. Both were arrested.

The rest of the Indians were allowed to return home, but as they watched the prisoners being led away a woman screamed, "The Great Spirit sees our children and our country have been taken."

The End

Fateful words indeed, for soon Middleton had joined forces with General Strange who, after skirmishes with Big Bear at Frenchman's Butte and Loon Lake, was in pursuit of the fleeing Indians, now split up into small bands. One by one, these gave themselves up and were disarmed.

The last act of the drama was played when, on July 2nd, Big Bear gave himself up to the police near Carlton. With the surrender of the fugitive chief, the Riel Rebellion was over.

The Rebellion in Alberta

Localizing the Rebellion of '85, we learn from the book, "When the West Was Young," written by John D. Higinbotham, Alberta's pioneer druggist, and one of the founders of Lethbridge in 1885, that "In the early spring of 1885, the Indians in our vicinity manifested great uneasiness, particularly the young bucks of the Blood and Peigan reservations. Horsemen from the Blackfoot Agency were coming and going, and the red men in general were unusually dour and insolent. Like lightning from an almost unclouded sky word came that a rebellion had broken out under the leadership of Louis Riel. The news was that he had returned to Canada from his exile in the United States and by inflammatory speeches had aroused the half-breeds and Indians in the northern parts of the Territories, and that a battle had already taken place. As there was no telegraph office nearer to us than Calgary, all news that reached us was brought in by courier. The government, however, remedied the situation by having a wire extended from Medicine Hat. Outlying ranchers were warned at once, and their wives and children were sent into town, many of them going on to Eastern Canada. The Mounted Police at Macleod called in their detachments, and with transport wagons and a nine-pounder piece of artillery, left on short notice for the North where they joined General Strange's column. The civilians organized a home guard for purely local defence; the ranchers and cowboys formed a troop of cavalry which was later known as the Rocky Mountain Rangers. They were Western men most of them, good shots, could drink out of their hats if necessary, or sleep under a saddle-blanket, and were mobile and effective in the event of having to conduct an Indian campaign. This body, under command of Captain Stewart and Viscount Boyle, later the Earl of Shannon, moved on to Medicine Hat where they were kept chiefly to patrol the railway lines. As it would have been extremely hazardous to leave the fort and town without defence,



GOLDEN JUBILEE



On this, the Fiftieth Anniversary of the City of Lethbridge, McGavin's extend to all citizens of Lethbridge and Southern Alberta their most sincere greetings and congratulations.

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Everything that can be manufactured in the way of modern baking machinery has been installed in our plant. This machinery guarantees purity and cleanliness at all times.

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AND 15
VARIETIES OF
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BREAD.

Backward Glances of An Old "Cowpuncher"

(By FRED W. INGS, Nanton)

I LOOKING back over old times I often think that there might have been more exciting happenings to recall and more stirring tales to tell if it had not been for the Mounted Police.

The lawlessness that prevailed in the very early days among the whiskey runners and Indian traders was quickly checked with their coming, and the country, as I found it, was fairly quiet and law abiding—a sharp contrast to the wild west across the border.

Prohibition was in force and as always that made bootleggers, whiskey smugglers and moonshine. One could obtain liquor lawfully by permit and it was cheap. A bottle of good Scotch cost about \$1.25 to \$1.50 and rye could be bought by the gallon for \$3.00 or \$4.00. A certain amount of drinking was done, but not to great excess.

Many were the devices employed to smuggle whiskey into the Territories. One man I knew of had a string of fast pack horses that he would load with liquor in B.C. and drive across the mountains. I can't recollect that any of them were caught. Sometimes a large barrel of legitimate freight would contain a keg of whiskey as its core. When the trains commenced to run suspicion was aroused by a woman who made too frequent trips across the mountains carrying a large infant, a very quiet child who never cried. Once the conductor's curiosity became so keen that he tried to make friends with the model baby and found it was rubber filled with booze.

On one occasion I was with a prominent citizen of Calgary when he received a telegram from one even more prominent. It read "Be at the Bow Bridge when train No. — comes through." I drove there with him and as the train slowed down for the bridge a keg of whiskey was rolled to us down the embankment.

Hidden Stills

We knew that there were stills hidden here and there throughout the hills, but they were not our business so long as their operators kept within bounds and the stuff they made was not poison. It was up to the Mounted Police anyway. There was a general understanding in those days, an unwritten law I might say, that each man minded his own affairs and asked no questions of others; that another's rights were respected and his reticence not pried into; that a man stood for what he was.

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"THE KIDDIES" PHOTOGRAPHER

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not what he had been or come from.

I had heard that some chaps were running a still up beyond our ranch, just where I had no idea, and was not curious. One day while riding alone in an out-of-the-way rough place I stumbled on a well worn trail. Surprised, I followed it among rocks and boulders, through brush, beside a stream, and came around a turn to see a little cabin by a spring, half hidden in the timbers. I approached cautiously and was within a few yards of the house when a musket was pointed through the window at me. I called out "Here you, point that thing the other way!" My tones and looks must have been reassuring as the muzzle was lowered and the door opened. A man came out and spoke pleasantly to me. I got down and went in and saw at once what was going on. Whiskey was being made from black strap molasses. I was offered some but the smell was enough. I couldn't take it. My host told me his name, that he was from Louisiana and that his partner was not home. I soon rode off again and heard nothing more of them, but a few weeks later when the round-up was branding at a corral a couple of miles from my house a keg of their stuff was left by the cook-tent one night. That was a wild and hilarious branding, and calves that year wore their brands at all angles. They cleared out soon after this as they were gone before the Mounted Police were established at my place, but the scene of their operations is known as Whiskey Coulee to this day.

The Cowboys

I can't recall that there was the rowdy, lawless behaviour of the story books, when cowboys went to town. In fact, on trips to town their guns were generally left at home. When electric lights were installed years later in the towns, the successors to our old range men thought it smart to shoot at them, but in the old days, if any one with too much moonshine aboard started to be noisy or play the fool the police quietly looked after him.

Once I saw a young puncher ride his horse into the Alberta hotel in Calgary and smash things about. He was promptly arrested.

There were not the shooting frays here the books have taught us to associate with western life. In all my years on the range I seldom saw a gun drawn in anger. Once some of us were spending the night at the Little Log hotel in High River. Very tired after a long ride, we spread our bedrolls on the floor of a room in which a poker game was in progress. I must have slept at once for I was awakened by loud angry voices and the noise of a chair crashing over. I opened my eyes to see two men facing each other across the table with drawn guns. I called to them, "What the devil is the row about? Don't you know we're tired!" They lowered the artillery and began to splutter explanations. "Well," said one, "he had five aces." That was quite a coincidence, I agreed, but not worth waking us up about. I suggested that they settle it outside. They went out still protesting and arguing, but there was no shooting.

The Rebellion in Alberta

the 9th Battalion of Rifles from Quebec were sent to take the place of those despatched to the front. While grateful for their presence we all wondered how a body of infantry would be able to cope with armed Indians on horseback. . . . Fortunately for us, the whole of the Blackfoot Confederacy remained loyal, and we were spared the horrors of an Indian war. The remarkably wise old leader of men, Crowfoot, was largely the means of keeping his tribes in control, so that we were all greatly relieved to learn at length that Riel had been captured, his forces defeated, and he safely confined in the Regina gaol. . . . We were naturally pleased as well as relieved when the Rocky Mountain Rangers and, later, the North West Mounted Police returned to Macleod, where a great banquet was held in their honor. The Ninth Battalion of Quebec, who did garrison and patrol duty in the absence of the above, were given a happy farewell by the few remaining residents.

TRANSPORTATION IN SOUTH ALBERTA IN 1883



Though the N.W.C. and N. Co. railway reached Lethbridge from Dunmore in 1885, there were still to be seen the signs of the old forms of transportation as late as 1888. Here is a picture taken that year in the north-

west corner of "The Square", now Galt Gardens, showing several bull teams arriving from or departing to Fort Benton or Fort Macleod, with Polly Pollinger's stage coach in the foreground.

Some "Bad Men"

We had our quota of "bad men"—some pretty desperate characters who drifted in here when other places became too hot for them. Here they found it hard to get away with much, some never tried to. I have known and ridden with several chaps who were wanted for depredations across the line but while here they led decent law-abiding lives and were fine fellows.

The old stockmen settled here were mostly good reliable people and the Mounties quickly spotted a suspicious character among the drifting population, for with their patrol system they were able to keep a close tab on all who came into the country.

A gang of bad actors established themselves somewhere in the South and prepared to do business. But before they could embark on their career of crime their leader was drowned in Willow Creek.

One of the great rustling events of range days was when Duncan Cameron's horses were stolen.

Duncan Cameron, a well educated young chap from a bank in Montreal, was night herder on the round-up of '83. He bought some horses and I helped him to brand them and they were turned loose on the Middle Forks of the Highwood River.

Horse Stealing

When the C.P.R. came through, Cameron took a position as mail clerk out of Calgary, east. During this time there was not much supervision over the horses and one summer 100 head of them disappeared, some of mine among them and about 30 head belonging to John Sullivan, which I knew better than Sullivan did as I used to ride frequently through the country in which they ran.

A man was arrested and held in Calgary on whom I had something definite. I visited him in his

cell and tried to use my knowledge to make him come clean about the horses.

What wires were pulled we never knew, but he was turned loose and never brought to trial. The neighboring ranchers felt this keenly and wanted the blame put where it belonged. There seemed then no way to fix it, and it was not till years afterwards that we even could find out who drove them off, though we knew they had been crossed at High River crossing early in the morning, as they were seen in the distance by the ferry man. When we did find out who was with them we knew that he had been a tool in the hands of others.

We suspected that the horses had been shipped to Manitoba and widely distributed there, and later our suspicions were fairly well confirmed, even as to who had received them, but proof was missing.

In this day such a thing would not be possible with the rigid inspection of brands at shipping points, but then there was little or no check-up on stock shipments, nor were there the means of rapid communication between distant points. It was then, and has continued to be, one of the great mysteries of the range. To combat such happenings and the constant small rustlings of cattle was one of the reasons that later the stock association was formed and Charles Jackson appointed stock detective.

Rustlers Beaten

A good many years later I was able to recover some stolen horses for Nat Maclaren of Cayley, who came to this country from Ontario in the spring of 1902 bringing with him some very fine stock, a car load of Percheron horses and several cars of eastern cattle.

I met Nat in High River where he stayed for a while and soon found that he was an exception-

al horse man. I had at that time a pair of French Coach horses that I had shown in Calgary and other places; also a pair of high class hackneys, saved back from stuff I had been buying to sell. Nat owned a nice little buggy and I loaned him the Coach horses to drive that summer, and they made a great showing. Subsequently I sold them in Edmonton for a big price at a time when horses were cheap.

Maclaren had taken up his homestead where he now resides near Cayley and had to do much going to and fro to look after things. He put his Percherons out there to pasture unbranded, as eastern horses were, but haltered with good eastern halters. There were very few horses of this class in the country then.

One evening about five o'clock Nat came to me in great distress and told me that all his horses had been stolen. I studied over it for a while then asked him if he could ride a saddle horse. He said he could but was not much used to riding. At that time I had some good saddle horses in High River. I said to him, "Nat, we will get the horses ready, have an early supper and you come with me." We started out through the hills and as long as it was light kept a sharp lookout for the horses. We landed at Pete Muirhead's place, now the Bar-S, at about one o'clock in the morning. Through the darkness and over the range trail, Nat thought we were riding into B.C. He was tired and down-hearted, but to me it was a familiar ride as I had some cattle running on the Bar-S and made it often. We roused Pete who gave us a bed and a place for our nags.

The Robbers' Roost

After an early breakfast we started out again. I pointed out a butte in the distance to Maclaren and said, "Nat, you ride

(Continued on Page 44.)

ALL SUCCESS TO THE JUBILEE

I have been in Lethbridge over thirty-one years and want to express my unfaltering gratitude to the citizens of Lethbridge and vicinity for their splendid co-operation in making the business of Rylands & Company as successful as it is. May the progress of Lethbridge double and treble is my wish.

E. U. RYLANDS

"The City With A Garden At Its Heart"—Lethbridge

Galt Gardens, the heart of the city of Lethbridge, encircled with tall trees of many varieties and accented with color in beds of variegated flowers are the largest formal gardens and the most beautiful between Winnipeg and Vancouver. Eight to ten acres of brown prairie in 1880 where bull teams were staked for freighting goods over the southern part of Alberta has been converted into a beauty spot with beds of red and pink geraniums bordered with lobelia lending a gay note of color and the formality of long stretches of velvety grass is relieved by enchanting clusters of silver birches, elm, ash, apple, golden willow and mountain ash trees.

Multi-colored snapdragons combined with salpiglossis, zinnias and dahlias in a riot of color are tempered with candytuft and aquivera borders where once pioneer wagons crunched over crisp dried prairie.

Reserved in 1885

In 1885 this piece of land was reserved for a park, being given to the city of Lethbridge by Sir Alexander Galt, one of the Fathers of Confederation after whom the gardens were named. Trees were planted surrounding the large area in 1898 with buckets of water being carried to give them the required moisture. These trees were dug by citizens of the city and council from the river bottom and have now grown to a majestic height.

Irrigation was introduced into Lethbridge in 1901 and the garden acreage benefitted from it and the foundation was laid for what is now one of the picture spots in Western Canada.

Many Improvements

During the mayoralty of Elias Adams in 1911 the idea was formulated of making a city park and in 1912, when George Hatch was mayor the dream began to materialize. Bushes, trees, flower borders were planted and sidewalks laid. Centering the park a square of 100 feet was held for

many years by the Galt company to prevent the property being cut into lots and it is in that square, with blue spruces forming a sombre background, relieved by quantities of red Cans lilies, a memorial tablet has been erected in memory of the boys of Lethbridge and district who lost their lives in the Great War. Fronting the tablet is a border of lobelia reflecting the glory of the August skies. A cairn to "Nick" Sheran, pioneer coal operator, is also in the park.

There are no driveways through the park. It is kept as a beauty spot for nature lovers and proves a haven of rest and shade for shoppers and those dwelling in apartments. The Board of Trade building and the Carnegie library are the only two buildings bordering the park.

—1885—1935—

Backward Glances

(Continued From Page 43.)

straight for that butte and wait there till I turn up. I may be two or three hours, but I am going this part by myself." I had suspicions as to where I would find the horses. There was a place known as 'The Robbers' Roost', one of whose residents was but lately out of the penitentiary, a rough, tough character who went about armed and opened the door to strangers with a gun in his hand. I headed for there, and came in back of the ranch. Sure enough on the hill close to the house fence I saw Nat's horses. Taking my rawhide rope down I went in among them. Unlike range horses they were hard to start. I had to use my rope pretty freely before I had them going. I drove them down toward the butte where Nat was waiting. He was in great glee to get them back, even minus their halters, which had been removed. The occupants of the house

could not have missed seeing me, but likely thought it wiser not to start anything further. There is no doubt that if we had not acted promptly, the horses would have been driven out of the country and completely lost. I advised Nat to waste no time in getting a brand to protect them.

Sky Pilot in Camp

A sky pilot used to visit our round-up camps sometimes, for whom we had great respect—the Rev. Dr. Robertson. He would drop in on us some Sunday where we were camped after the week's work was done. There might be a poker game going on, or a bunch of us might be sitting around the fire spinning yarns. He would join us quietly, listen to our stories, or watch in at the game. Then after a while he would say, "Well, boys, let's have some of my game now," and he would talk to us, preach a little, say a prayer or two, then start some well-known hymn in which nearly everyone would join. We felt he was our friend and that he understood us and our life, so we were always glad to see him. All the boys treated him with the greatest respect. No profane or rough language was indulged in while he was there, and we made him feel that he was a welcome guest.

"Father Pat"

When I first met "Father Pat" I was shipping in some horses to sell in Rossland, where in boom times there was a good market for high grade stuff. The mining engineers needed saddle horses and were willing to pay well for good ones. I took the horses by train to Cranbrook, crossed by ferry to Nelson and from there had to drive them before me to Rossland.

En route I stayed over night in a little shack on the top of Sheep Mountain—a tough looking layout, and I slept with my gun under my pillow, which was my rolled-up coat. The next morning I found some of my horses were missing. I had with me a pair of big blacks—1600-lb. horses intended for the fire department—and some choice saddle stock. These blacks were gone, as were several others. I hunted around for them in vain, and of course the outfit there knew nothing about them, so I gathered up the remaining ones and went on into Rossland

and put them in a livery barn. As I was standing in the doorway of this barn later in the day, feeling puzzled and disconsolate over the loss of my nags, a husky, well-made man came up and spoke to me. "Hello, stranger," he said. I replied to his greeting, and was amazed when he told me he was "Father Pat". I had often heard of him, and was more than pleased to meet him, and told him so. I spoke of the loss of my horses. He at once reassured me about them. "Don't worry," he said, "I will get them back for you, I know that tough bunch up there, and I will just go up after them." I wanted to go with him, but he wouldn't let me, and told me that he thought he would have better luck if he went alone. Sure enough, a couple of days later he came in with the horses. That was Father Pat! He could and would go anywhere amongst the roughest and most dangerous people. Believe me, that country was a sharp contrast to our quiet cattle ranges! Everything was wide open and the worst possible element gathered there for the pickings, as is generally the case when a gold rush is on.

An educated, cultured gentleman, "Father Pat" had left the Old Country when a great sorrow devastated his life, and he dedicated what was left to the service of mankind. His special field was this wild country and worse than wild people. Ministering to them for years, he worked among them and came to be respected and beloved. Not the least of the reasons for this was that he was quite capable of holding his own with them. He gave all he had—his money, his coat off his back, or his dinner to a hungry man—but he gave.

One time he was on a lonely mountain trail, dressed as any mountaineer, when he met two renegades who demanded his money. "Come and get it," he said. Taking off his coat, he was ready for their rush, knocking out one of them, and completely routing the other. I used to see him often when I went into the mountains with horses or cattle, and I shipped in quite a few during those years. Sometimes it would be at Nelson or Trail. Sometimes he would be in clerical dress and sometimes in the ordinary garb

of the country, but always the same "Father Pat" of the Anglican clergy.

Some years later when I was visiting my cousin in Peel Street, Montreal, she said to me one morning at breakfast, "I see an old westerner has died in the hospital here." She handed me a paper. Great was my surprise and my grief to read of the death of the Rev. Henry Irving, "Father Pat." That I had not known that he was there and ill filled me with deep regret.

Old Timers Passing

Now I seldom pick up a paper without reading of the passing of some old timer. Most of the old range men of the early days are gone. Herb Miller, late of Pekisko, and myself, are all I know of left who rode on the first round-up of '83. I was very happy to be present at the Old Timers' reunion in High River on February 6th, when Mr. Miller was presented with some pictures of Pekisko, where he had spend so many years.

I could not help thinking as I looked around the hall at the old friends and acquaintances of other days what a wonderful thing these reunions are to keep us old timers in touch with and interested in one another, and to give to those who are coming along to replace us a chance to hear at first hand of the old pioneer days, and to meet and know the men and women who lived them.

Plucky Pioneer Women

When I look back at those pioneer women in the little log cabins, that were the first homes here of many, and think of the hardships, the privations, and the anxieties that must have been their lot, I wonder if these later comers realize how greatly they have contributed to the upbuilding of this country. Contrast the life in our lovely towns and cities of today, where in beautiful homes, every comfort and luxury can be enjoyed, to those days of struggle in bare little log houses far from neighbors, doctors, and for many across the world from friends and family. The advancement we have made since those days is wonderful, and I hope that we will soon emerge from the depression of the last few years to a better, brighter future.

Congratulations to Lethbridge on Attaining Its 50th Anniversary

from the

DALLAS HOTEL

the house that was built by
GEO. WM. ROWE

an old timer who helped establish
Lethbridge 50 years ago

Here will be the headquarters for
old timers attending
1885 Lethbridge's 1935
"Golden Jubilee"
Celebrations

and where they will still receive
the original old-time hospitality.

SERVICE ALWAYS GOOD



"The House of Welcome"

During past years when southern Alberta was being opened up for settlement and the city of Lethbridge was being built the **DALLAS HOTEL** played its part in looking after the new settlers.

The Dallas Hotel today is still known as one of southern Alberta's popular hotels. It is known for its nice clean, well ventilated rooms, always maintained at a high standard insofar as its beds, linens, etc., are concerned.

The rooms are modern and can be obtained with or without private bath. The rates are very reasonable.

Public inspection of this hostelry at all times is invited.

Your visit to the Jubilee will not be complete without coming to the Dallas.

GEO. O. ROWE, Manager

Lethbridge Fair is Almost as Old as the City

LETHBRIDGE'S annual fair will be unique this year, due to the fact that the Golden Jubilee of the city will be celebrated along with this annual civic and district attraction.

The fair of today was not always staged on such pretentious lines. From a small beginning this city has built up an exhibition which ranks high with the best in the west. It is interesting to note that just 38 years ago this summer the first fair was held in Lethbridge with Harry Bentley holding the office of president. Prize lists of today are small volumes in themselves and cover all sections and classes of exhibits, but in those "good old days" 18 pages was considered a well rounded out prize list, the money for the prizes being raised through subscriptions and a grant from the Territorial government. Winners collected all the way from one to ten dollars for their prize exhibits and entries in livestock, vegetables, dairy products, agricultural products, domestic manufactures, ladies' work, educational classes and fine arts were many and varied.

Stampede THE Thing

Latterly Lethbridge has added a stampede program to the attractions replacing horse racing, but in the early years of the city stampede features were taken for granted as THE thing to entertain the "cowtown" crowds. Roping, bucking, saddle and mount race, pony race, foot race, tug-of-war, baseball and football all had their proper places on the program. Then, as now, provision was made for boys' and girls' calf clubs and the competition and sale of their animals. Special attention was also paid to children's sports—a feature now more or less overlooked, and present day Lethbridge kiddies must seek their enjoyment and thrills along the midway.

The first fairs in Lethbridge were held on the old Victoria fair grounds southeast of the city. C. B. Bowman, who was secretary from 1897 to 1901 states that the exhibits for the first few years were few in number but the quality was high. The first fairs were held early in the fall when vegetables were at their best. The main exhibition building was a combined grandstand and exhibit hall.

A Pioneer Backer

William Oliver was one of the pioneer backers of the fair movement in this city. He was elected a member of the first directorate and is still a consistent supporter of the fair. This old timer recalls that away back in the eighties an 80-acre racing park with a first class mile track was located east of the town just south of the present location of the provincial jail. Here annual fall race meetings were held until 1897 when the Lethbridge Agricultural Society was organized. It was then the racing stables and stand were moved to Victoria Park and a half

PRESIDENT



DR. W. H. FAIRFIELD
of Lethbridge Fair Board

Secretary-Manager



A. E. RUSSELL
of Lethbridge Fair Board

mile track built. The fair was then held successively every year under the guidance of several presidents including Harry Bentley, Dr. DeVeber, William Oliver, William Hutton, C. B. Bowman and Elias "Shorty" Adams.

Dry Farming Congress

From 1910 to 1914 J. W. McNicol was general manager and it was during those years that the Lethbridge fair took its place among the exhibitions of Western Canada. It was during Mr. McNicol's regime that the present fine fair buildings were erected by the city, Mayor Henderson giving whole-hearted support to the scheme. The first fair was held in the new buildings in 1911 and in 1912 the Dry Farming Congress was housed there. This exhibition was one of the outstanding affairs of its kind held in America that year and gave Lethbridge a vast amount of valuable publicity. It is believed that that was the first occasion the United States government exhibited in a foreign country.

A real recognition of the Lethbridge Exhibition in that period was the inauguration in Western Canada in 1911-12 of the Percheron Futurity established by the Percheron Society of America. Lethbridge secured the competition and as a result some of the noted Percheron breeders of the West, including George Lane and G. H. Drewry showed their strings here. These two men each had \$50,000 worth of horseflesh on the local grounds.

Interrupted by War

The war interrupted the fair, the grounds being used for military purposes. In 1918 the big fair and stampede were staged but the whole exhibition went by the boards during the next two years. In 1921 it was revived under the presidency of William Oliver with R. W. Gardner as secretary. The fair has been held continuously

since that time and has shown steady growth. Ten years ago the magnificent central exhibition building was levelled by flames but a new one—probably not quite so pretentious—arose in its place.

E. E. MacKay was the guiding spirit of the fair board in 1926 and he has been successively followed by Fred Reagh, George Lomas, Jack Hutchings, George Rowe and at present Dr. W. H. Fairfield. A. E. Russell is the secretary-manager of the board and has done excellent work in building up exhibitor interest and in putting the big show "over."

The fair has been built on a sound basis, and while the board naturally pays especial attention to the agricultural side the educational part has not been overlooked. The fair always proves a lure for district exhibitors and visitors and this year should prove no exception especially with the Jubilee features an added attraction.

—1885—1935—

Do You Know?

The first bank in Lethbridge was the Union Bank. This was the first chartered bank west of Winnipeg.

Thomas McPherson drove the first locomotive into Lethbridge in August, 1885.

The first saddlery and harness shop was operated by Sam Horner and Henry Hutchinson.

W. D. McDougall was the first shoemaker. He set up in business in 1885.

Fifty Years In Lethbridge

"I Love The West," Says Mrs. John Craig

"Life is lived a good deal faster now than in the old days back in 1885," says Mrs. John Craig who came to Lethbridge in Sept. 12, of that year. She also finds that people have a great deal more entertainment. "Why in the old days all we had was a dance twice a month. We had them in a hall and there was a fiddler and a caller-off. The men provided the food and the ladies prepared it."

"Then there was the Ladies' Aid". At the mention of this organization Mrs. Craig's eyes brightened with eager interest. She has always been one of its most ardent workers. Continuing she said, "We Presbyterians had Mr. W. P. McKenzie as our minister in 1886 and in 1887 Rev. Chas. McKillop replaced him." At this time the first Ladies' Aid in Lethbridge was formed and the charter members included Mrs. Charles McKillop, Mrs. John Craig, Mrs. George Fraser, Miss McVean, now of Brockville, Ont., Mrs. John Duff, now Mrs. Paine of northern Alberta, Mrs. Jardine, Mrs. McNulty, now Mrs. Markley of Calgary, Mrs. T. F. Kirkham and Mrs. Bailey. Mrs. Craig was the first treasurer holding the office in 1887. The first sale of work held by the Ladies' Aid also sponsored a supper. The menus were hand printed by Mr. Alex Moffatt and one of the originals, still in a good state of preservation, says the following foods were served: Roast beef, roast turkey, cranberry sauce, boiled ham and boiled tongue, roast pork and apple sauce, chicken salad, cabbage salad, pies, jellies, creams, cakes, tea and coffee.

Prior to the establishment of the Presbyterian church, Mrs. Craig says the Church of England was established holding its first service on Sunday, Nov. 27, 1885, with Rev. Mr. Bourne officiating. The service was held in the billiard room of the Lethbridge House and people of all denominations attended.

Clothes No Problem

Clothes were not much of a problem in the early days, says Mrs. Craig. "We just had house dresses and one frock we kept for dances and one for going to church. Women at that time wore basque blouses fitted tightly up to a high neck line and trimmed with tiny buttons. Skirts were very full. Lots of the men wore whiskers, they were fashionable in those days, and the women wore curled bangs. Little girls wore pinafores over their dresses and the boys wore tight fitting jackets and both long and short pants.

"We had a fine garden in 1886,"

claims Mrs. Craig, "even though we had to water it from our water barrel as there was no such thing as waterworks in those pioneer days. Vegetables were the chief garden product and these included a variety of cucumbers. People began to take pride in their surroundings and trees were brought up from the river bottom and planted on the townsite.

There was no market here in the early days but some of the things are more expensive now than then including meats. Sugar was 14 pounds for a dollar, higher than the price now paid. Butter used to be shipped in in firkins from Manitoba.

Water Was a Problem

Mrs. Craig relates a delightful little story centering around Mrs. Charles McKillop. When Mrs. McKillop saw the muddy water which was all one had to drink she said she simply could not drink the stuff. "I had made some ginger lemonade," tells Mrs. Craig, "and sent her over a large jar of it and Mrs. McKillop said she hid it away just to drink herself." Mrs. Craig said it was non-intoxicating but that the corks went out with a great pop!

In cases of sickness Mrs. Barnes did the nursing and also Mrs. Holliday, who was formerly Miss Conn.

Social snobbery crept into the city even in those early days, says Mrs. Craig. Small cliques began to form. Prior to this all pulled together but when snobbery made itself an inmate to the little homey circle some of the good fellowship flew out.

The most exciting day in Mrs. Craig's life in those days was when her husband was shot. He and Dr. Mewburn were crack riflemen and were going to have a match with Macleod. Mr. Craig went to put up the flag prior to the match and a visitor fired at the butt and hit Mr. Craig instead. Fortunately the bullet went in and out of his shoulder and with the quick action of Dr. Mewburn there were no serious results.

Mrs. Craig came to Lethbridge from Woodstock, Ont. She has never wished to return to the east to reside. "I love the west," were her concluding remarks after living here for 50 years.

—1885—1935—

The first automobile in Lethbridge was owned by Elliot T. Galt and the second by Manfred Freeman, former commissioner of public utilities.

CLEAN UP FOR THE ROUND-UP

Clean enough—or clean? There are two ways of dry cleaning your garments and furnishings, and we believe in dry cleaning them so they are really clean. That's why we have a fine, modern dry cleaning plant and skilled workers.

Everything from your sheerest summer frock to your white gloves, or from your old tie to your overcoat dry cleaned to your complete satisfaction with absolute safety.

PHONE 4141 OR MAIL TO

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DRY CLEANING—TAILORING—DYEING

SIXTH ST. S.

LETHBRIDGE

MANY HAPPY RETURNS, LETHBRIDGE!

- We are glad to co-operate with the Citizens' Committee in helping promote a celebration of the city's 50th Birthday worthy of the unique occasion.
- We take this opportunity of recording our appreciation to all those pioneers who have contributed to the building of Lethbridge and District, and especially do we record our thanks to those who, during the past thirty-nine years, have, at various times, served on the Directorate of this Board or in other ways rendered valuable public service through this organization.
- To all of them we extend a warm invitation to be with us on

July 22nd, 23rd and 24th

—LETHBRIDGE EXHIBITION BOARD—

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A. E. Russell, Metropolitan Building.

Some Pictures of the Early Days in Lethbridge

Letters to My Niece, Betty Brown, by Mrs. G. H. Johnston, former Lethbridge Old-Timer

Mrs. Johnston, now living in Montreal, lived in Lethbridge for many years during the early days. Mr. Johnston was a merchant here, and was or a number of years a member of the school board.

Dear Niece Betty:

As you've been urging me to tell you something of the early days in Lethbridge, I'll do my best to recall the events of well nigh half a century ago. Some of the happenings are clear as crystal.

Shall I ever forget that trip Uncle George and I took from Winnipeg to Alberta, especially that last hundred miles from Dunmore to Lethbridge on the old "Turkey Trail"? No! It's as real to me today as it was in 1890.

It was 50 below zero when we left Winnipeg. We stopped over a night at Portage La Prairie, then on again. George and I had never travelled anywhere together before, and I guess he wished he might never have to travel with me again! As you know I am always train-sick, and that bit of road from Dunmore to Lethbridge capped the climax. I'll always bless Mr. Greenwood for his kindness in giving up his private car to me—no words can tell how thankful I was.

When we reached Lethbridge we seemed to have stepped into another world, for, instead of zero weather, we had spring. It was a most welcome change, and gave me my first taste of a "Chinook."

We hurried to a hotel and my word! What a place! We were shown to a room, and no sooner had we entered than we were met with a volley of curses, from the room next. There was only a cotton wall between the bedrooms, so we had the full benefit (?) of all he could say. We hadn't made much noise, but his sleep had been disturbed, and that was enough to call forth his ire.

Oh, that bed! I'm sure I don't know what was under us, but it felt like a field of turnips—humps and hollows, and the pillows were no better—we managed to get a little sleep, but were glad when the sun shone, and we could get up. We stayed at that hotel for two weeks, and in the meantime were hunting for a boarding place. We got one at last, but it was like "jumping from the frying-pan into the fire," in some ways. We were there two weeks, and then took a house—I was going to say that had just been finished—but it wasn't finished and never would be, for it had been just thrown together. There were four rooms, living and dining rooms combined, kitchen, and two bedrooms, or

I suppose they were meant for such. The larger of the two would scarcely hold a bed and dresser, and the other I kept for a clothes closet.

Such a time as we had! The plaster was still wet on the walls, and the place where it had been mixed (in the middle of the living room floor) was all warped and uneven, so we had to fill the hollows with papers before we could lay a carpet. Some of the windows were hermetically sealed, and others were partly open, and could not be made to shut. It was a poor sort of place, but it was a home where there were no cross words, or fighting over this and that, and we were thankful for it, such as it was.

This was our first home in Lethbridge, and I'll tell you in my next, something of our life there.

Your loving Aunt Jean.

Second Letter

My Dear Betty:

As I promised in my last letter, I'd give you some idea of our first home in Lethbridge, I'll continue my story.

We got everything as comfortably fixed as we could; but oh! the times we missed! We had been eight years in Stonewall, Manitoba, but we had had many conveniences, even there. For instance—bathrooms were not unknown in Stonewall, but who would dream of a bathroom in Lethbridge in those days! For one accustomed to the usual conveniences about a house, it was a difficult problem to get good results from what we were forced to use. No water, except what was brought to your door, in a tank, from which the water was taken into the house in big pails, and emptied into a barrel.

I remember one Saturday, I had just finished cleaning my floors, and making my house tidy. Everything was shining, and I promised myself a good rest that afternoon. Then—I heard the creaking of the water cart, and knew "Big Charlie" would come in a minute. I ran to the water barrel and looked in, but alas, it was not half full, so I knew I'd need more. "Charlie" was the most good-natured creature imaginable, but he had big feet, and they were not always perfectly free from mud, (how could they be!) Well, I tried to put down papers to save my floor, but it was no use. When he left I surveyed my erstwhile clean kitchen in dismay—muddy tracks all the way from door to barrel, water, that should have gone into the proper place for it—lay in muddy pools on the floor, and even the sides of the barrel were streaked with dirt. I could

have sat down and cried but what good would that do? So I just rolled up my sleeves, and went at it again. No lovely rest for me that afternoon! And this is only a sample of what fell to my lot more times than I like to remember. And all the housewives in Lethbridge were having a like trouble. Many had come from comfortable, if not luxurious homes in the east, and found it especially difficult to get accustomed to such crude ways. The lack of water for almost every purpose was felt by everyone, but I think more especially by the housekeepers. No one could have a garden unless able to draw water from the river for the purpose, and 300 feet was a pretty stiff climb—so the majority used canned vegetables and went without flowers and fruit.

At first, I think, the water brought around in tanks was just taken from the river, in its natural state, as you might say, but later we had a filtration plant, and then it was more sanitary. I know I used to put "alum" in the barrel to clear the water, before we had it filtered, and our barrels had often to be cleaned out.

Sometimes funny things happened, though at the time they didn't seem funny to some people. One night we were awakened by a great noise at the N.W.M.P. barracks, from which we were separated by a small bit of prairie. We saw lights flashing, and the whole of the N.W.M.P. force seemed to be on the move. "What can it be?" I exclaimed, and G. H. sprang up and hurried into his clothes, and away to the barracks. He found the officers and men in great excitement. There was a report that the miners at No. 3 were fighting. There were quite a number of foreigners, Hungarians, Italians, etc., among the coal mine workers. Quite a posse of the police were rushed to the spot, but found all quiet—no fighting at all. Seeing a young boy running at break-neck speed, to find cover, they grabbed him, and on questioning found that a lot of the big boys of the town were having a "bit of fun". The little fellow didn't know, or wouldn't tell who they were, so the men went back to the Barracks in no very amiable frame of mind. Nothing was done about it, for, in the darkness, none of the mischief makers could be found. The boys thought it a great joke, getting the Police out, and having them running all over town—must leave the rest of my tale till another time, so goodbye.

Your loving Auntie Jean.

Third Letter

My Dear Betty:

In one of your letters you ask about our social activities in those early days. Did we have any social life?

Well, I'll say we did, and a very happy life it was, too. The West then, was so free and unconventional. To me that was one of its greatest charms. We were like one big family. Rich and poor alike—no snobbery—and all working together to make life pleasant. It didn't matter what church you belonged to, for in the very early days all went to one church—if they went to church at all. When the Rev. Charles McKillop first came to Lethbridge, he had all sorts of people in his congregation—Catholics and Protestants, sinners and saints, and all were welcome. As time went on the different denominations built churches and had their separate congregations, but we were all friendly toward each other. If one was in trouble all seemed to want to help. Have you read Mr. J. D. Higginbotham's book "When the West Was Young"? If not, you should get it, for he gives a fine description of people and conditions in the far West, even before we went there.

But although we had our trials on account of the newness of the country, we also had our fun. I'll not soon forget the first "show" I went to in the old Oliver hall. It was "Mrs. Wiggs of the Cabbage Patch," and it was put on most realistically. I laughed until I was weak. Whoever it was who took the part of "Mrs. Wiggs", knew how to act. Then we put on a show of our own, no less than "The Pirates of Penzance." A Professor McKenzie came to town, with his young wife, who had a good voice. He undertook to get up the play, and I think nearly the whole town was in it—all the singers, at any rate. George was the "Pirate King" at one night's

entertainment, and some one else took that part the second night. It was a great success, though Prof. McKenzie drove Mrs. Neale, the pianist, nearly crazy before the whole thing was over. But it was lots of fun. This Prof. McKenzie was a fiery little man, and with his long hair and big moustache, and fierce eyes made me think of a pirate himself—but he could train a crowd and no mistake.

It's late, so goodnight, dear.
Your loving Aunt Jean.

Fourth Letter

Dear Betty:

I know you'll be interested in a trip we once took to Fort Macleod. It was in the days before the railroad ran from Lethbridge to Macleod, and when one had to ford the river flowing between the two places.

One morning in July, lifting a few bars of a song, I stepped out on the back porch of my home, and almost into my husband's arms.

"Well, of all things," I gasped, "what are you doing here at this time of the day!"

He chuckled as he drew me to him. "Just having a holiday—want to go to Macleod?"

"Macleod!" I echoed blankly.

"Yes, I have a bit of business there," and with more enthusiasm, "the Mounties are to play a polo match with Macleod this afternoon, want to go? You could have a nice visit with Mrs. Grady, if you didn't care for the polo game."

"Yes, but the river!" I object-

ed "is it safe to cross, now it's so swollen?"

"Oh, there's a good crossing, so don't worry about that!" he laughed.

It didn't take me many minutes to decide, then, and inside of half an hour we were on the way. When we reached the bank of the river I was amazed to see how high the water was, and how strong the current. However, nothing daunted, we drove in. At first, the road bed seemed good, and our steady dobbie held his own—when about half way across, however, travelling became more difficult. The current seemed suddenly swifter, the water deeper. Little by little it rose about us—stronger and stronger it moved. We were off the crossing, and being carried down stream. I gave one startled look at my husband, as I noticed the water coming through the floor of the carriage. His face was set, in stern lines, and without taking his eyes from the river, he said crisply. "Put your feet on the valise." So I gathered my skirts up, and did as he told me. The poor horse was swimming now, laboring with might and main to keep his head above water.

"Oh," I thought, "shall we ever get across! I can't swim, and whatever shall I do if the carriage turns over?" Then, across my memory flashed an incident in my mother's life, when she and my father were crossing a river in a boat, and in dire peril; and mother, with her baby in her arms, sat perfectly still through it all. The

Honor the Pioneers

1885 1935

As citizens of Lethbridge we owe a debt of gratitude to the men and women who established homes in this community fifty years ago.

The foresight and stirring qualities of these early settlers made possible the Lethbridge which we know today, so let us honor the men and women who laid the foundation of our half century of progress, and join wholeheartedly in the festivities of July 22, 23 and 24, as a sincere tribute to them.



H. G. CLARKE
1909—1935

For twenty-six years proprietor of Clarke & Co., Lethbridge's pioneer women's wear store.

Clarke & Co.

516 THIRD AVE. S.

LETHBRIDGE

A Tribute to One of the Builders of Lethbridge

On this, Lethbridge's Fiftieth Anniversary, it seems fitting that we should tender a tribute to the founder of this business—one who many years ago was a dominant figure in the business life of this community.

With faith and foresight twenty-eight years ago, the late R. V. Gibbons founded this real estate and insurance business.

The spirit of service and reliability has ever dominated this firm, and any success that it has achieved has been the result of this ideal.

Like all other firms of the early days, it has passed through the ups and downs of the years, but it has always looked to the future with cheerful confidence and endeavored to maintain a business worthy of the community.

The nature of our business has given us a friendly and intimate touch with the people of this city and surrounding country, and this pleasant relationship has been one of the real satisfactions of our business life.

We extend hearty congratulations to the citizens on this golden jubilee. We shall be delighted to meet them and renew old acquaintances.

R. V. Gibbons Agencies

B. J. MERCHANT, Manager

When Lethbridge Was Young

thought steadied me, and I, too, sat still. But it seemed an eternity before the opposite bank was reached, and we were back on the road again. Disappointment awaited me at the journey's end, for my friend Mrs. Grady, was away from home. However, we went to the polo game, which was very exciting for those who love polo, and at any other time I'd have been thrilled, but my thoughts would wander continually to the river, and what the home journey might mean. At lunch Mr. Grady told of a man who had attempted to cross the river the week before, and how he and his team of horses had been swept to destruction in the swift waters.

I was sick with apprehension as we started on our homeward way. My husband was excited over the game, and laughed and chatted, as we drove along, but I now feel sure he did it to keep my mind off thoughts of the river, though I'm afraid he wasn't very successful. In imagination I saw the broad, swift, sullen stream, carrying us whither it would—had the hopeless feeling of utter helplessness—heard the mocking laughter of the river god, as he prepared our graves.

As the sun was setting we reached the little inn, nestling in the trees, beside the river bank. The sight of the water made me ill, and faint, and without a word my husband stopped the horse, and helped me to alight.

"A cup of tea will be good for us both," he remarked.

I felt like screaming, but, instead I silently followed him into the inn.

Unfortunately the dining room window overlooked the river, and no one will ever know my thoughts as I watched its bright waters flashing in the rays of the setting sun. I was young and happy, and I didn't want to go to heaven just then. I really tried to be brave, though, and talked, and even laughed a bit, but when we moved out to our buggy, I could scarcely breathe for terror. Suddenly we heard a noise of trampling horses, and the polo team of the North West Mounted Police came into view. My husband was about to put me into our carriage, but, instead, he took my hand and held

it firmly, while he looked into my eyes with comprehension and comfort in his own.

"We'll let the Mounties lead the way," he said, and oh! how safe I felt, for those men knew every inch of that crossing.

Well, this has been a long letter, so I must close.

Lovingly, Aunt Jean.

Fifth Letter

Dear Betty:

Once more I am looking back at the old days. There is so much I might tell, but I'm afraid it would fill a book, so I'll just glance at a few of the most interesting things. As the North West Mounted Police force was in Barracks here, we naturally saw a good deal of military life. I won't soon forget the first military funeral I ever witnessed—that of Captain Casey. The slow-moving gun carriage, with military guard, the solemn and mournful music, and above all I can see the poor old horse (with the captain's reversed boots swinging at its side) so slowly and sadly as with drooping head he seemed to realize he would never again carry his master over that road. Turning from this sad picture I see another and brighter one, and this time it's a military wedding, when Northcote Belcher—(we who loved her called her "Nemie")—was married in the little old Presbyterian church. When the ceremony was over we watched the lovely bride, walking beside her husband under an arch of gleaming swords as slowly they came down the aisle of the old church. Then we all wended our way to the Barracks, where, under an immense tent, we sat down to the "wedding breakfast." Northcote was the eldest daughter of the late Colonel Belcher, who at that time commanded the Detachment of N.W.M.P. at Lethbridge.

Another interesting sight was the Indian parades. Each year we had them, but that of 1906 was by far the most spectacular. Aunt Lila and Uncle Tom were paying us a visit, and it was an eye-opener to them, coming, as they did, from the east.

That year there was an unusually fine parade. I wish you could have seen it. The long procession was headed by George

Houk, mounted on a fine horse. After him also well mounted on horses whose heads were decorated with plumes of feathers came the chief Indians of the tribe, with magnificent head dresses of painted feathers, and marvellous beaded coats, glittering in the sunlight. Then came row after row of Indians walking two and two, naked as the day they were born, except for a small loin cloth. But you would never think of them as nude for their bodies were painted in all manner of colors—not just thrown on any way, but in various devices, and figures, giving a most artistic effect. Following these came the squaws on horseback, and their garments were only a little less gorgeous than those of the chiefs, and they carried themselves as proudly. But they wore no head dress, and their black hair shone like smooth ebony. It was a great sight, but according to those in charge of the "Reserves", most upsetting to the Indians, and I understand these parades have been given up. The Indian races at fair time were also very exciting. Speaking of fair time recalls the garden contests, where the boys and girls competed as to who could show the finest garden. This was of course, after we got irrigation, and had all the water we cared to use.

Irrigation made a wonderful difference to Lethbridge, for now we had trees and flowers galore, lovely lawns and fine boulevards, with shade trees and hedges, the beautiful "Galt Gardens" which was once the old "Square" where games were played, and the fine park (called after Mayor Henderson) with its artificial lake.

It's a far cry from 1885 to 1935, and the picture of but one street shows how far.

Round Street in the prairie town of Lethbridge was not "round" but long and broad. It had plenty of room to stretch itself, for land wasn't at a premium in those early days of the west. People didn't do things in a small way out there, hence the wide streets, and Round Street was the widest of them all. As you travelled from the old "Turkey Trail" station the houses were few and far between, but presently they huddled closer together, the new

TRAILS

(By C. F. STEELE)

Ponies slouching through the sweet, young grass,
Travels lashed to their swaying backs;
Knives and hatchets and beaded packs
Flash in the sun as the Blackfeet pass,
Over the plain in its Maytime green,
Isles of crocuses with violets between,
The caravan crawls 'neath a sky of glass.

Bull-whackers lulled by the creaking freight,
Riding the road ruts, jagged and deep;
Stolid and churlish and half asleep
The bull teams stride with ponderous gait.
Slabs of tobacco, nails and books,
Meat for the Mounties, pans for the cooks,
Rattle and slide in keg and crate.

Children singing and the white highway
Calls to the nation east and west;
It beckons the glad world to its breast,
The glad world quaffing the wine of May,
And the shades of the Benton freighters stand
With the crouching ghosts of the Blackfeet band
Haunting the trail of a strange, new day.

hotel overtopping all the rest. The buildings were mostly old, looking with a vacant stare across the street, at what would one day be a park, now merely "the Square" a playground for all and sundry.

Before dropping to sleep behind the Rocky Mountains, the evening sun would always peek along that broad street, in search of some signs of life, and rarely was the search unrewarded. An Indian with squaw and papoose, and the inevitable dog, a troop of miners with blackened faces, and empty dinner pails, a cowboy decked in holiday garb, or ranchers with seamed and rugged faces.

On certain evenings, all the life seemed to trend one way, for on these nights the stage coach was due to arrive, and the street was awake to welcome it. Men lounged in front of the Hudson's Bay store, the post office, the barber shop; but all eventually gravitated toward the big hotel to be on hand when "Polly", the stage driver drew to the curb with his usual grand flourish. Contrast this with what you will see today in the "City Beautiful", and you will realize how great is the progress Lethbridge has made in the last 50 years. So now I have brought

my descriptions to a close, and I hope you may have seen something of what the old days meant to the "Old Timers", and how we rejoice in the beauty that has crowned our old Home Town.

—1885—1935—

THE OLD-TIMER'S LAMENT

The old land, the home land, has smooth-paved ways,
And rows of stately houses and well-ordered days;

The gardens all are jewels, set in trays of velvet green,
All bordered round with hedges and the tall trees between.

The people all speak gently, and go with measured tread.

But my heart is lonely, longing for the wide skies overhead.

For the vetches, and the roses, and the prairie lark's song

In the new land, the true land, the land where I belong.

—MARGARET L. BENTLEY.

ALEXANDRA HOTEL

The management and staff join in the tribute to the pioneers of Lethbridge, who, fifty years ago, laid the foundation of what is now the third largest city in the Province of Alberta.

Visitors attending the Jubilee celebrations commemorating this event, will find our accommodation all that can be desired, a most convenient rendezvous, and an excellent point of vantage from which to view the parade.

Special preparations have been made at the ARLINGTON HOTEL to accommodate families at most reasonable rates.

BUS MEETS ALL TRAINS — — GREYHOUND BUS TERMINAL
PHONE 3142 FULLY LICENSED



How We Feel at Fifty

It is with a sense of civic pride that the citizens of Lethbridge are fittingly celebrating our Golden Jubilee—a momentous milestone in the history of our city. We all share the pride in the accomplishments of the last fifty years and view them as exemplifications of the spirit that has always motivated us all. At 50 we feel grateful, vigorous and hopeful.

In the development and progress of any city or any people, the past often furnishes the inspiration for the present and future. The pioneers of Lethbridge by their work, their faith and their character, laid the foundations of this city well. These pioneers of Lethbridge, some of whom still play an important part in our civic life, have ever been an inspiration to better building, more substantial progress, and greater hope.

The City Beautiful

Lethbridge has the most beautiful park in the prairie provinces and the largest natural park of any city of its size. This park contains a golf course, athletic grounds, a ninety-acre lake, and a tourist camp. These with our boulevards and beautiful streets have made others think of Lethbridge as "The City Beautiful." Let us preserve and expand this distinction.

To the men and women of vision and foresight who laid the foundation on which the city of Lethbridge has risen to its present eminence, we owe a debt of gratitude. In no more convincing manner can that debt be liquidated by us today than by a similar exemplification of civic consciousness culminating in the decision by each and all of us to assume our share of the responsibility. Their faith must be justified by our works.

Following in their footsteps, we of the present must grasp their vision and carry on in the spirit which actuated them, until we come to the fulfillment of their hopes and our own. We are indeed happy to know that this same courage and vision is carrying on. A continued effort of a character like that which has brought victory in the past, will enable us to march on to even greater accomplishments in the years ahead.

Let us all enter into the joyful task of celebrating this memorable jubilee with whole-hearted enthusiasm and with gratitude to those whose faith in the future of Lethbridge made this occasion possible.

The Community Cordial

Lethbridge values and takes pride in the spirit of co-operation which has always been so pronounced among the citizens of this whole community—the southern Alberta spirit. Lethbridge has always been interested in the welfare of the surrounding towns and country and they have always reciprocated fully. We have built on this mutual goodwill in the past—it is vital to our future. We will all continue to work and play together and support every enterprise for the material, social or cultural benefit of this section of Alberta.

THE CITY OF LETHBRIDGE

D. H. ELTON, K.C., Mayor

J. T. WATSON, City Manager

F. STEEDMAN, City Clerk

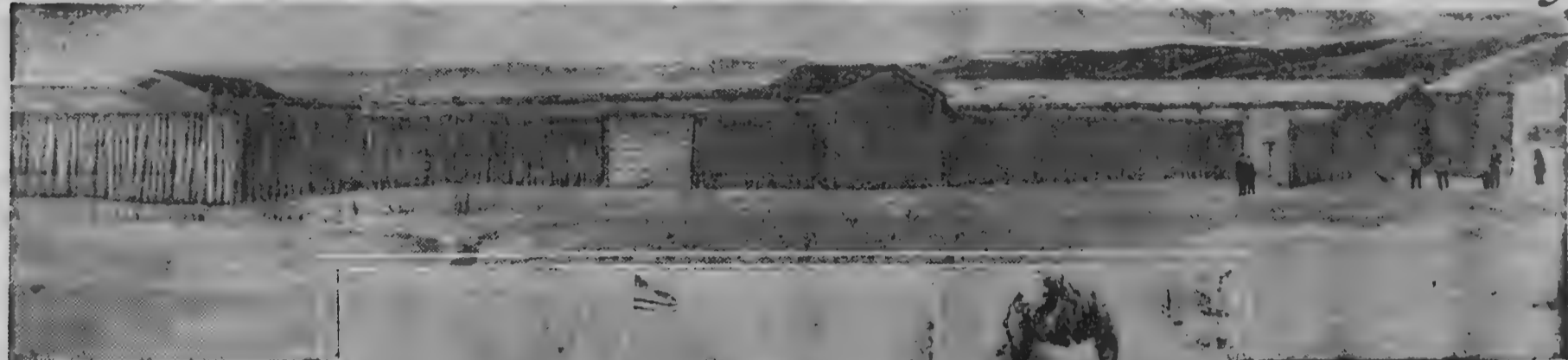
The Lethbridge Herald

SECOND SECTION

LETHBRIDGE, ALBERTA, THURSDAY, JULY 11, 1935.

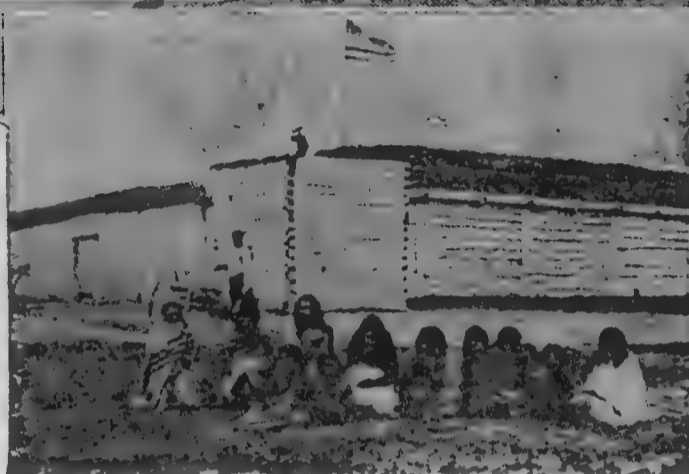
PAGES 49 TO 80

Fort Whoop-Up, Cradle of White Man's Civilization In Southern Alberta Territory



1885

1935



1885

1935

Above Fort Whoop-Up in 1874. Upper picture is winter scene. Below, Indians at Fort Whoop-Up, with American flag flying above the bastion; and Dave Akers, one of the American

traders, last resident of the Fort, and later a rancher along the St. Mary River, where he was murdered in a quarrel with his partner, Tom Purcell.

CRADLE of white man's civilization in Southern Alberta, however much its reputation may seem at variance with that claim, old Fort Whoop-Up, some eight miles up the river, south of Lethbridge, was the most important trading establishment in the North West Territory of Alberta between Fort Edmonton and the International Boundary when the Dominion of Canada was born in 1867. Some historians tell us that it was the only active trading post in Indian territory south of Edmonton in those days nearly 70 years ago. John Blue, author of "Alberta, Past and Present," explains that "in the early days most of the fur trade was concentrated along the Saskatchewan and rivers to the north . . . that buffalo and wolf skins were not highly prized in the early days and, as these were the principal commodities of the South, no great attention was paid to the Indian trade in that region of the North West . . . that the Hudson's Bay Company were unable to maintain forts in the South, and that Old Bow Fort and Chesterfield House were abandoned very soon after amalgamation. Any trade with the Blackfoot nation was done at Edmonton or at Rocky Mountain House, and sometimes at Fort Pitt."

HOSTILE INDIANS

Other historians tell us that there was very little north and south traffic in Alberta in those days, and that not until 1870 did the Hudson's Bay Company send a train of bull teams loaded with furs to Fort Benton, Montana, on the Missouri, for shipment east, this part of Southern Alberta being then considered "hostile Indian territory."

Fort Benton was head of river navigation in Montana. There the Conrad Brothers, the I. G. Baker Company, and the T. C. Power Co. had headquarters for trading with the Blackfeet Indians of Montana and Alberta who knew

"JERRY POTTS"



Here is Jerry Potts, one of the most colorful figures of the early days of Fort Macleod. He took part in and helped lead the Blackfeet Confederacy braves in the last great Indian battle fought on the banks of the Belly River across from and below Galt Hospital, Lethbridge, in the fall of 1872, in which the invading Crees and Assiniboines were routed, leaving some 250 or 300 dead. Jerry later became an Indian interpreter and guide for the North West Mounted Police and was stationed at Macleod, and later at "K" division headquarters at Lethbridge. Note his colorful costume, which was typical of the Indian traders of the seventies.

no International Boundary. These companies had connections with fur trading concerns in St. Louis, Mo., at that time the centre of the fur trade in the United States.

Fort Benton, about eight days away by bull team, some 200 miles, was the birthplace of Fort Whoop-Up in South Alberta. In those last days of the buffalo, we are told, "large numbers of reckless traders entered South Alberta, did as they pleased, ruined the Indians with whiskey, built strong forts and established a reign of brigandage and murder. Whiskey was traded, to the great advantage of the trader, for buffalo, wolf, and other skins. Goods to be exchanged for the fur were brought in without duty, and the whole trade was carried on in defiance of the laws of Canada and the United States."

HEALY AND HAMILTON

It was in such an era of our history that two notorious characters, Healy and Hamilton, decided to establish a fort in South Alberta territory, drawing their supplies from Fort Benton, and clearing their skins and furs south through Fort Benton. It is stated there were two Healys, John and Joe. It is also said that Hamilton's right name was Culvertson. However, the name of the fort was Fort Hamilton, after one of the partners. It was built in 1867.

At first the fort was not strongly built, and so wild became the orgies staged by the Indians about its walls that, in 1871, according to Howell Harris, famous frontiersman, Indian trader, and cattleman of Fort Benton and Lethbridge, the Indians burned Fort Hamilton to the ground after killing a squaw who had been inside with the traders before they escaped to safety. Mr. Harris tells us the fort was rebuilt by

Healy and Hamilton the same summer, 1871.

John D. Higinbotham in his book, "When the West Was Young," throws some light on how Fort

(Continued on Page 50.)

Forts of South Alberta Early Days



Here's a real old-time Tea Dance in Lethbridge, perhaps one of the very first social functions in the city. Taken during 1885, it is believed, it was Indian Day in town, and the Bloods and their allies foregathered in Galt Square. The picture is taken looking west, and the buildings in the

background were from left to right, the Apothecaries Hall, later bought by J. D. Higginbotham, Harry Bentley's store, the Bentley warehouse and the Exchange Chop House. It was an old-timer, alright, because the Union Bank hadn't then been built. The Herald is told that in those days the Indians, deprived of the fur trader's whiskey, loved their tea. They would come to the new town, and to pay for the tea which would be donated by the citizenry, would put on a pow-wow on the Square. Probably this picture was taken on a Sunday which accounts for the large attendance of the white male population.

IT WAS to suppress lawlessness and to pave the way for settlement that the Canadian government sent into the frontier west the North West Mounted Police, a Force destined to establish a name for valor and efficiency the world over. The offenders that gave the Force the greatest worry in those early years were the whiskey traders from Montana territory who had established forts along the rivers. These forts were trading posts, the white men exchanging trinkets, blankets, ancient firearms and "fire-water" for furs and buffalo robes. Old records kept at the posts and preserved show that the going price for a good buffalo robe was one dollar in trade.

These forts were strongly built in order to repel any attacks from the Indians. Well known posts established in Southern Alberta by the Americans trading into British territory were Forts Whoop-Up, Stand-Off, Slide-Out and Kipp. Trading posts were also established near High River and near what is now Calgary. Another post used for trading was built in the Cypress Hills where in 1875 Fort Walsh was built by the Mounted Police.

Fort Hamilton

Fort Hamilton was the first of these forts built. That was in 1867-68 and the crew who built the rude outpost were sent north by John J. Healy and A. B. Hamilton of Fort Benton. It was built at the juncture of the St. Mary and Belly Rivers and soon after it was opened it was destroyed by fire.

Fort Whoop-Up

Fort Whoop-Up was next established, this also by Healy and Hamilton, the builder being a Scotchman, a ship's carpenter and former employee of the Hudson's Bay company. He had in his gang 30 or more men and the result was a sturdy group of buildings in the form of a hollow square. Several cannons were mounted for action in an emergency and the walls in places were loop-holed for musketry. There were also wickets for trading purposes.

This fort had its romantic side, also for it was there that the first marriage of a white couple in this territory, as far as known, was performed. The contracting parties were Miss Marcella Sherman, sister of Nicholas Sherman, a trader, and Joseph Macleod, a stockman and former member of the Mounted Police. They were married by Rev. Father Scollan on July 4, 1877, and the Fort Benton Press gave due notice of the historic event in the history of wild and woolly Whoop-Up.

The late George Houk helped

TELLS STORY OF LIFE OF A MOUNTIE



W. H. COX

His friends call him "Colonel." He is a rancher in the Porcupine Hills, west of Macleod in the Spring Point district. "Colonel" Cox joined the Mounted Police at Ottawa in 1880 and came west to Fort Walsh, which had been established in 1875, five years earlier. Unlike most Mounties, he kept a diary. On pages 87 to 76 inclusive of this section of the Jubilee edition, Mr. Cox tells some of the intimate little stories, the joys and sorrows, the tragedies of those days, most of which he spent at Fort Walsh and Macleod.

to build Fort Whoop-Up, originally called Fort Hamilton, it is said, the old Fort Hamilton having been destroyed by fire. When the Red Coats came into the country in 1874 they feared there might be a stiff resistance from the traders, barricaded behind the walls of their fort, and well armed. This fear, however, proved groundless for they surrendered to the police peacefully. In the book, "When the West Was Young" (Higginbotham) it is recorded that Col. Macleod offered \$10,000 for Fort Whoop-Up, but as it was said to have cost \$25,000 the offer was refused and the Mounted Police moved 30 miles westward and established Fort Macleod. Whoop-Up was built at the juncture of the St. Mary and the Belly rivers, the latter stream being then known by that name at that point instead of the Oldman as it is today.

Fort Kipp

The United States government took steps to stamp out the whiskey traffic into the Canadian

Blackfoot country about this time but Joe Kipp and Charlie Thomas eluding the American authorities managed to get into Canada with a large amount of liquor obtained at Helena. They built Fort Stand-Off but later abandoned it and built Fort Kipp on the juncture of the Belly and Old Man rivers. This was not a fortified post and rather insignificant compared with the pretentious Fort Whoop-Up.

Howell Harris' Story

The following interesting history of fur trading and the old forts of South Alberta is told in the "History of Alberta" published in 1912 by Dr. A. O. MacRae, at that time principal of Western Canada College, Calgary. (As the story was written in 1912 it must be read with that date in mind in order to keep the facts straight.)

Howell Harris, whose recollections of personal experiences and historical incidents connected with his early life in Alberta are published in following paragraphs and form one of the most valuable and interesting contributions to the pioneer history of the province was born at St. Louis, in the state of Missouri, April 21, 1846, a son of William and Margaret (Thomas) Harris. In 1853 he accompanied the family overland to California, but Indian hostilities detained them at Salt Lake and thence they continued to Nevada, and later to Idaho, where Mr. Harris lived until 1863. Then at the age of 17 he went to the Montana placer mines and was engaged in mining a few years. In the fall of 1868 he went down the Missouri river to Fort Benton and began the freighting business. It was this occupation with its many varieties of experience, that brought him into Alberta and gave him such a wide acquaintance with many localities of the Northwest.

For the last 25 years Mr. Harris has been a permanent resident at Lethbridge and vicinity. His ranch at the forks of Little Bow and Belly rivers was owned by his company until June, 1911, when it was sold, and he retired then from active business. As a citizen of Lethbridge he served as a constable in early years and was also a commissioner at Fort Benton two terms. Mr. Harris was president of the Turf Society at Lethbridge, an organization that preceded the present Agricultural Society, and he has been an active supporter of the latter society since its organization. Fraternally he is a charter member of the Knights Pythias and the Independent Order of Odd Fellows in their lodges at Lethbridge. In politics he is a Liberal. Mr. Harris was married, November 7, 1863, to Miss

WHOOOP-UP



When Whoop-Up was capital of South Alberta, and Lethbridge wasn't even on the map.

Emma Babbage of Washington, D.C.

Mr. Harris has kindly furnished for the History of Alberta his reminiscences of that interesting period of his life spent in Alberta during the pioneer epoch, and these recollections are given in the following paragraphs:

MR. HARRIS' OWN STORY

"My first trip into Canada was in the fall of 1869. A band of Blackfoot Indians had stolen some stock belonging to James Coburn, so I and two bullwhackers followed them as far as Milk River, just north of the Sweet Grass Hills.

(Continued on Page 51)

Fort Whoop-Up

(Continued From Page 49.)

Hamilton became Fort Whoop-Up. He tells how, on one occasion, a trader returned to Fort Benton from Fort Hamilton, and, when asked how things were when he left he said: "O, they're still a-whoopin' of 'er up." And so Fort Hamilton came to be known as Fort Whoop-Up, and the colorful name stuck, so that when the Mounted Police came to the juncture of the St. Mary and the Belly and the St. Mary Rivers in 1874 on their trek across the south in pursuit to establish law and order, it was Fort Whoop-Up they saw nestled under the bank.

LIFE AT WHOOOP-UP

Describing life there in the early days, Chief "Joe" Healy, step-son of the Joe Healy who with Hamilton established Fort Whoop-Up, recently told a Herald correspon-

dent who visited him on the Blood Reserve:

"The Fort Whoop-Up days were dangerous and uncertain. Every vice and crime was practiced there. The Indian camps were alight with dance and all forms of savage practice and crime. The white traders in those days were mere gamblers. . . . But when the Mounted Police appeared in the territory in 1874 the great leaders and the dangerous conditions subdued."

General Sir Sam Steele, famous Mounted Police officer, describing Old Fort Whoop-Up, said:

"The trader stood at a wicket, a tub full of whiskey beside him, and when an Indian pushed a buffalo robe to him through the hole, he handed out a tin cup full of the poisonous decoction. A quart of the stuff bought a fine pony. When the spring came, wagon loads of the traffic were escorted to Fort Benton in Montana, 200 miles away."

REFUSED MOUNTIES' OFFER

Chief Joe Healy has given us the reason for the fall of Fort Whoop-Up from the dizzy heights to which it had climbed prior to 1874 in the words "but when the Mounted Police appeared." When the Mounted Police did appear in the fall of 1874, they were greeted at Fort Whoop-Up by the American flag flying from above the bastion. The traders had "vamoosed" after burying their liquor, and only one decrepit old man was reported to have been left. Col. James Macleod, we are told, got in touch with Healy and Hamilton and tried to buy the fort, but they wanted \$25,000 for it, as it was new and strongly built, whereas Col. Macleod could offer only \$10,000. And so Fort Whoop-Up was passed up as the headquarters of the Mounted Police, and Fort Macleod, 30 miles farther west on the Oldman River was established. Healy and Hamilton might better have accepted the Colonel's offer for, on the coming of the Mounted Police, the whiskey traders and smugglers were quickly put out of business, and Fort Whoop-Up never again amounted to anything in Indian trading. The J. O. Baker Co. and other reputable concerns established trading posts at Fort Macleod, and trading with the Indians was put on a square deal.

Fort Whoop-Up fell into decay. Old D. A. Baker used it as a headquarters for his ranch for some years, but gradually the walls rotted and fell down, and today it is but an unmarked spot on the northern corner of the Blood Reserve, all but forgotten till this year when Lethbridge discovered that, in a measure, Fort Whoop-Up was its progenitor.

The Burning of Fort Whoop-Up

(Continued From Page 50.)

During our trip we came across countless herds of buffalo. We did not recover the horses, cattle or work oxen, however as the Indians were too numerous and warlike, so we returned to Fort Benton.

"My next trip was in the spring of 1871, from Fort Benton to Fort Whoop-up, at the forks of St. Mary's and Belly rivers. This was the first fort built in Alberta south of Edmonton. I was sent out with a bull-train to collect the furs which had been traded for during the previous winter by Healy and Hamilton, who had built the fort. During this trip one Blood Indian shot a Frenchman belonging to our train, this occurring right near the fort.

FORT WHOOP-UP BURNED

"Just after we started on our return trip, nobody being left in the fort except a sick squaw, the Indians set fire to the fort. We forded the St. Mary's and camped right where the station of St. Mary's is at present. Mr. Hamilton and I returned to try and save the squaw, but we found that the Indians had shot her before setting fire to the fort. Our return trip was without further incident, although we had to be on guard constantly. Hamilton and Healy rebuilt the fort this same summer.

BUILT FORT CONRAD

"In September I was sent out by I. G. Baker and Company what is now called Slough Bottom, at the mouth of the to build a trading post near Belly and Old man rivers, three miles from Fort Klipp, which had been built just one month before my arrival. We called this post Fort Conrad.

"One day, while Mr. Conrad and I were alone in the store, about 80 Indians crowded in and tried to take possession, but we eventually succeeded in pacifying them, paid them off and got them outside the fort before any damage was done. This same fort was burned down by the Indians the following spring and was never rebuilt.

"I traded here till December, then took some teams loaded with Indian goods and built another post three miles above the present site of High River, and traded here until May, 1872.

"During this winter the Spitz Zee Cavalry was organized. One day in January a Frenchman named Leon Harneway and Jim McDougall, a cousin of John McDougall, of Edmonton, came into the post after being robbed and pretty roughly handled by the Indians. Harneway was shot through the wrist and all the bones broken. They stayed with us practically all winter. Harneway is now living in St. Albert, near Edmonton. "Right here I might mention that we were the first ones that wintered cattle in Alberta when we were at this post.

A Narrow Escape

"I had quite a narrow escape myself from being shot by an Indian named Starchild. One day the previous fall I caught Starchild clubbing another Indian unmercifully. I interfered, with the result that I had to give Starchild a sound thrashing before he would desist. This aroused his enmity and he threatened then that he would have my scalp hanging on a bush before the season was over. I was on my guard, however, and he did not get his chance till one morning along in March. I was outside of the fort looking for Indians with furs to trade. I heard a sharp click behind me and turning around saw Starchild in the act of putting a Hudson Bay fuke (gun) under his blanket. I grabbed him by the hair and got hold of his fuke. I then led him into the fort and called for Jerry Potts, a Scotch half-breed, who was afterwards one of the best scouts the Mounted Police ever had. Potts wanted to kill him, but I prevailed on him otherwise, gave the Indian a good scare and let him go, telling him at the same time that if caught around there again we would have no hesitation in killing him.

"Seven years later, while I was at Fort Walshe, this same Starchild killed a police officer named Grayburn. He wasn't arrested till two years afterward. He was given a trial and sent down to Stony Mountain penitentiary for life. He contracted consumption and was finally liberated, but died shortly afterward at Whoop-up.

"In the summer of '72 I freight-

ed between Fort Benton and Helena, Montana.

Built Fort Standoff

"In the fall we built another post, called Fort Standoff, near the Blood Reserve. We finished the fort about December 10th, Mr. Conrad taking charge, and I started back to Fort Benton on the 17th of December with a bull-train. This was the worst trip that I ever experienced. It turned intensely cold and a blinding blizzard set in. Every one of our men was badly frozen except Donald Fisher and myself. We travelled 36 hours at a stretch without stopping, and when we got to Teton River, in Montana, we camped in a coulee, which in some measure protected us from the blizzard. This was 50 miles above Fort Benton. Fisher and I turned all the cattle loose and we cooked and looked after the balance of the outfit for ten days. We had to break up one of our best wagons for fuel. When the storm was over we started for Benton, but the snow was so deep along the trail that we had to follow the river. The river was so winding that it took us 17 days to complete the trip. One of our men, a Frenchman named White, died at Benton as a result of this trip, but the rest all recovered.

"The same night that we made camp on the Teton, John Huntsberger and two other men camped just three miles above us. They ran short of matches and Huntsberger burned up a roll of \$500 in bills in a vain effort to start a fire. They set out for Choteau, Montana, the next morning and by good luck came across a party of Indians, who took them in charge and guided them to the town. This was the only thing that saved them. Huntsberger lost both legs and ears and his nose was badly frozen.

"During this same storm there were seventy-five United States soldiers badly frozen in going from Fort Benton to Fort Shaw, forty of them dying as the result.

Police Short of Supplies

"I freighted in Montana till 1875. That spring I took a train-load of flour for the Mounted Police at Fort Macleod, the police being on the verge of starvation.

"In 1877 I took a contract to put up five hundred tons of hay for the Mounted Police. After fulfilling my contract I took charge of the supply trains which accompanied Governor Laird and his commission when they made the treaty with the Blackfoot Indians.

"I returned to Macleod and then went West, prospecting for gold in the mountains at the head of the Belly River, in Alberta. Instead of finding gold I found tin. I found the biggest piece of pure tin on record in this continent and it is now in the United States assay office in Helena as a show piece.

Into Ranching

"In the fall of 1878, I took a train load of goods up with Governor Laird, Colonel Macleod and about a hundred police to Sounding Lake, when the Big Bear treaty was made. About half of the Indians signed the treaty. I stayed at Fort Walshe all that winter and returned to Benton the following spring. This was my last year with the bull-trains. I went into the cattle business with my brother and the Conrad boys in Montana, and did not come back to Alberta till 1886 and have been here ever since.

"Since the Indians were put on the reserves they have been gradually dying out and I think it is only a question of time when they become extinct, like the buffalo they used to hunt on the boundless prairies.

"As far as I am concerned there remains nothing of interest to be told, as my life has been one of monotony, if not one of monotony during the last 20 years."

—1885—1935—

WHISKEY GANG MURDER

Back about 1886 or 1887 some fellows from across the line came across the border to the Figure 3 ranch headquarters near Slide Out. The Figure 3, was a brand of the Conrad Brothers, who also had the Circle brand on this side of the line. These whiskey runners had brought along a supply of liquor. And Indian and his squaw came along, and when they had nothing more to trade for whiskey the smugglers refused to give them any more. The Indian, enraged, started off for Macleod to tell the Police. Dave and on one of the smugglers

OLD FORT BENTON, WHENCE WHOOP-UP TRADERS CAME



This shows the wharf on the Missouri River at Fort Benton with piles of freight awaiting the arrival of the bull teams.

Chief Joe Healy Describes Old Fort

By NOEL STEWART, F.S.P.T., F.C.I. St. Paul's School, Cardston, Alta.

There is still fresh in the memory of an active Blood Indian, Mr. Joe Healy, now one of the head chiefs of the Blood Indians, and former Mounted Police Scout, how his step-father Joe Healy, also his step-father's brother, John Healy, and a partner named Hamilton, crossed from Sun River, Montana, into the territory of the Blood and Blackfoot Indians to erect a trading post and fort near the junction of the St. Mary and Oldman Rivers.

"I was only a boy then," Mr. Healy assured me, "but I remember well the long wagon-trains loaded high with goods and supplies. It was a two-week trip for us, and we passed through many dangers before we reached our destination. I was at the useful stage and knew well how to handle the four-horse team. Our last stopping-place was where the town of Raymond now is, and from there we crossed fifteen miles of country to the spot where the famous Fort Whoop-up was erected. And I remember, too, the erection of Fort Whoop-up. W. S. Gladstone was the head carpenter, and with his assistants he erected the first great trading fort of the Canadian West. There were erected a stockade, watch tower, loop holes, ramparts, and wide gates. The interior of the buildings were enclosed by large and heavy doors, while the storeroom, stables and living room of all the quarters were connected. By this plan the white man could remain within for days while the wild drunken Indians fought without. The exchange of furs and merchandise was dealt with only through the loop holes. In this wild atmosphere Fort Whoop-up prospered. The days of scalping were at their height, and the raids and threats of the savage Indians became a horror. The desperate natives would attempt continuous attacks on the traders. The liquor supply from the nigger gangs (who travelled the country) steadily grew, until one could even find the dead lying around uncovered. There was no law, justice or a demand for peace. Fort Whoop-up was the jolly home of the American desperadoes, the meeting house of the Indian tribes."

INDIANS LIKED IT Here Mr. Healy laughed as he said: "Yet the Indians liked Fort Whoop-up. There was a lot of life

started after them. When the Indian still insisted that he was going to tell the police Dave said: "If I had a gun I'd kill you right now." The smuggler slyly slipped his gun to Dave, and a dead Indian was the result. Then they went back to the ranch and shot the squaw. The bodies were taken to a cutbank and the bank caved over on top of them. But the next spring the high water came along and uncovered them. The Police at Macleod got wind of it and started to investigate. Dave heard they were looking for him, and he lit out across the line. He never came back.

—1885—1935—

The first judge to sit in Lethbridge was Lieut.-Col. James Farquharson Macleod, C.M.G., stipendiary magistrate, with powers of a judge of the Supreme Court.

AT FORT WHOOP-UP



CHIEF JOE HEALY

In his ceremonial robes, Chief Healy of the Blood Indians was a stepson of that Joe Healy who, with his partner, Hamilton, built Fort Whoop-Up in 1867, coming from Montana to do so. Chief Joe came with them, remained to become a Mounted Police Scout and interpreter, and then went back to his people on the Blood Reserve where he is now second only to Chief Shot-Both-Sides in command of the tribe which, before the white man came, was known to be fearless in battle and crafty in the hunt.

there. The trading was interesting too, and for one split buffalo robe they got five dollars, and for one head and tail buffalo robe they got twelve dollars. Of course the Indians did not get the money. They got supplies and merchandise as they desired. The red men seemed satisfied with this form of barter, and only when under the influence of liquor were they restless. I recall," continued Mr. Healy, "going back to Sun River for additional supplies, and on my return trip when I reached a high hill about 10 miles from camp, the Fort Whoop-up traders would fire a cannon. The same cannon is now in the Lethbridge Park. The volley from the cannon was a signal to the effect the new supplies were at hand. The first to come were the first served. I had many experiences on those trips. I can remember so well one day when I arrived at Rocky Springs how I found the bodies of three white men. They had not been dead

long, and had been killed by the Assiniboines, and stripped of even their clothes. Probably the only reason the Assiniboines had for killing them was for their money and wearing apparel.

BLACKFEET RAID

The days at Fort Whoop-up were at their best, Mr. Healy recalls, at the time of the Crees and Blackfeet massacre. The Blackfeet tribes comprised the Bloods, Peigans, and Blackfoot who were then camped along the north side of the river near the fort. One night while the Blackfeet Indian camp was in quietness the Crees came down upon them, giving the whole camp an unexpected scare.

"Of course, our numbers far exceeded the Crees and we made short run of the Cree warriors. Many of the Crees lost their horses, and in the struggle they attempted to cross the river, while the Blackfeet managed to get a few horses and, going after them, killed many in the river. Some were drowned, many scalped and a number shot. The next day the siege continued and the Blackfeet managed to chase the Crees for miles, and killed the most of them. The Blackfeet Braves in that fight had many scalps to their credit, while many Cree Indian women were brought back captives, as wives for the Blackfeet Indians. Yet the many deaths of this fight were nothing to the deaths which followed in the smallpox plague. The Indians fell like dogs with it, even our greatest Chief of all times, "Bull Collar" (Sees Far Off) died a victim. He was a great chief. The wealthiest Indian we have had. He owned bands of horses and three teepees of wives to his name."

So these were the memories with the "Fort Whoop-up Days",—the years of tense excitement and interest. The law came later and it meant the immediate hiding of great quantities of liquor. Mr. Healy told me that on one occasion he himself found a hidden keg of liquor and he really believes he made himself drunk that time. However, he says "Wolf Moccasin", as he calls himself, has laughed over it many a time since.

DA'NGEROUS DAYS

The Fort Whoop-up days were dangerous and uncertain. Every vice and crime was practiced there. The Indian camps were alight with dance and all forms of savage practice and crime. The White Traders in those days were mere gamblers and the Indians knew it. They violated the simplest principles of justice. The whole place was a den of revelry, well fitted for the name it went under. But when the Mounted Police appeared in the territory in 1874, the great leaders and the dangerous conditions subdued. The smaller forts throughout the country followed suit, and when the Police quarters were erected south of Macleod, near the Oldman River, they were able to demolish all the rum-running gangs throughout the south, such as at Standoff, Slide-Out, Lafayette and French's trading camp, Blackfeet Crossing camp, and post in High River and Fort Warren in the Foothills. It was the Mounted Police who brought to a close the great days of Fort Whoop-up. They brought the law and established a form of justice.

Ranching In Alberta

THE MEN, THE BRANDS WHO FIFTY YEARS AGO BROUGHT A GREAT INDUSTRY TO SOUTH ALBERTA

By F. W. INGS

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RANCHING did not become established as an industry in Alberta until the early '80's. For years there had been a few cattle scattered here and there throughout the country, principally the dairy stock of the first settlers.

From 1870 the MacDougall brothers, John and Dave, had maintained a small herd of cattle near Morley. In '71 they brought in an additional 100 head of steers from Montana. From then on settlers came straggling in bringing with them small herds and locating for the most part around Fort Macleod, because of the protection afforded them by the Mounted Police stationed there. Whoever had dairy cattle sold their milk and butter for high prices to the Police and settlers. A Mrs. Armstrong ran quite a flourishing dairy as early as 1875. When the Police post was stationed at the junction of the Bow and Elbow rivers where Calgary now stands, the I. G. Baker Co. of Port Benton, Montana, who had already opened a branch in Macleod, controlling the supplies of that district, received the contract to feed the Bow River Post but they had to sublet the meat part of it to a man called Shaw who owned the only beef available. He had driven in through the Kootenay Pass, across the Mountains, a herd of real beef cattle. These he had held at Morley near the MacDougalls for over a year, selling to them a portion of his herd before he eventually moved on with the remnant to Edmonton.

From then on cattle came in large numbers and were driven farther North, though most of them were still used in the Macleod district where there was a growing demand for beef. The Police officers at that post began to play with the idea of cattle ranching, realizing the splendid grazing and water facilities at hand. They were familiar too, with the ranching activities across the border, as Alberta in those days

was entered from the South, and Montana and the neighboring states were full of cattle. For success in such an undertaking a market was needed but there was none outside Alberta that could be reached and the local needs were well supplied by those small herds already there.

Indians Raid Early Herds

These first herds proved a poor investment for their owners. The Indians, half starved by the going of the buffalo, took cattle when and where they pleased, becoming so adept at the game that detection was almost impossible. They were seldom caught. Even when they were nothing could be done about as they so greatly outnumbered the whites. Such raids continued until arrangements were made in 1879 for the proper feeding of the Red Men. Late in that summer some of the men who had small herds around Macleod, made an attempt to round them up. They had a large area to comb and were poorly mounted. The result of their efforts was such a small showing that many were so discouraged they gave up and left the country.

In the north, the Rev. John MacDougall and his brother Dave, had better luck with their stock. They had been working for years as missionaries among the Stoney Indians, and had won their confidence and respect and their herds were left unmolested.

The government, knowing of the difficulties of the first cattle owners, and having made provision for feeding the Indians, now thought to encourage settlement by leasing great tracts of grazing land at one cent an acre to the many companies being formed to start ranching. To facilitate the stocking of these leases the duty on cattle imported from the U.S. was removed.

New Market Offers

A limited market was soon to be created by the C.P.R. construction camps' need of meat. But it was not until the railroad was built and running that a real outlet for Alberta cattle was assured.

THE AUTHOR



Who rode the range in South Alberta more than 50 years ago, and who, with his brother, established the OH ranch west of High River. Mr. Ings is now living at the famous old "Midway" ranch at Nanton. At the request of the Herald he wrote this story for the Jubilee Edition, telling about the range men, the ranchers and the brands which were famous before the turn of the century. Mr. Ings is seen here seated on "Pilot," his favorite riding horse.

There was now a constant stream of cattle coming in. Great herds were being bought in Montana and neighboring states and driven in by American cowboys. Many of these stayed, finding ready employment on the newly formed ranches. Some of those men who had given up in discouragement now returned bringing in their herds to settle permanently. Ranching, as big business, had commenced.

Perhaps it will interest the people of today to hear of those first ranches, what were their brands, and of the men who made up their personnel, and what became of those pioneers, as far as can be remembered, and who followed them and through whose

hands those now famous lands have passed.

The Cochrane ranch, and the Bar U brought in their cattle about the same time.

Both concerns were financed by eastern capital. Senator Cochrane and Dr. McEachern, government veterinary surgeon, were interested in the Cochrane. The Allans of Montreal, of steamship fame, were the principals behind the Bar U. Their leases were west of Calgary and High River; the Cochrane later taking up large tracts of land in the south near the Waterton Lakes, to where their herds were moved after the disastrous winter of '83. Luck was against this outfit from the first. Perhaps it would be more correct to attribute their misfortunes to lack of knowledge and experience, for certainly disaster camped on their trail. Their brand was C on the left side. When they bought their first cattle, 6,000 or 7,000 head in Montana, they contracted with the I. G. Baker Co., to meet them at the border and drive them up to the ranch west of Calgary.

A Mad Drive

Who was really in charge of the moving of that herd I can't say, one hears of one person and then another. But whoever it was must have been a poor cowman, for nothing else could excuse the crass stupidity and unnecessary cruelty of that drive. The poor creatures were hurried along without being given time to eat or rest; many dropped out to die by the way. At last they were delivered to Major James Walker, an officer of the N.W.M.P., "originals", who had become the ranch manager, in a pitiable condition, and the greater number did not recover sufficiently to make through the first winter.

After this, Major Walker, not caring to run the ranch by orders from the east, resigned and Frank White took his place. W. D. Kerfoot from Virginia, who had had experience with cattle in Montana,

acted as advisor, for White, an ex-railroad man, knew little of cattle, and he attended to the business end.

More cattle were bought in Montana to replace these and again were driven mercilessly to the home ranch. When the next winter was near, some of the good cattle men in the vicinity urged the Cochrane people to turn these cattle into the Porcupine Hills, where there was both food and shelter, but orders came from the east to herd them along the Bow. They were too closely herded to hunt sufficient feed and they died by hundreds. What remained of the herd was moved to the southern lease with Ca Cou and a number of good cow hands in charge.

Bad luck was still stalking them and the following winter these depleted herds became marooned in the hills, without food, by deep snow. Rewards were offered for their rescue but it was not until Frank Strong thought of driving in a bunch of horses to break the trail that they were released. Kerfoot stayed on at the Bow River range in charge of some sheep imported to take the place of the cattle. He afterwards took over some of that land and settled there, where his sons are still located. G. E. Goddard later established a horse ranch on part of the land, brand JH and the remainder was broken up into small holdings.

During the time Alex Fleming, now of High River, was manager of the Cochrane, the present Mr. Justice W. C. Ives of Calgary, rode for them. He was considered a first rate cowboy.

The Bar U and Geo. Lane

Quite different is the tale of the Bar U. In '81 Fred Stimpson came from Montreal to locate a headquarters, look over the newly acquired leases of the Allans, and see about purchasing cattle to stock them. These were bought the next year in Idaho and driven in by George Emerson and Tom Lynch, old hands at the game as

THE NATURAL RESOURCES DEPARTMENT of the Canadian Pacific Railway Company CONGRATULATES THE CITY OF LETHBRIDGE on the celebration of its FIFTIETH ANNIVERSARY

Closely identified with the advancement of natural resources which have helped to make Lethbridge the progressive city it is today, the Canadian Pacific Railway wishes the Jubilee City many years of similar progress and development.

George Lane Comes to the Bar U

they had been driving in cattle and horses for years. There was no haste or suffering in the moving of these herds and they arrived in good condition. On the way through Idaho, Nigger John Ware was picked up as an extra hand and he was to prove himself one of the best stockmen and riders of early days.

Twenty-one pure bred bulls were brought in from Fort Benton by Herb Miller, Jim Meisinger and Phil Weinard, the two latter being Pennsylvania Dutchmen. These bulls had been imported from England and held at Fort Benton until the Bar U was ready for them.

All hands were then set to building a house in the present site of Pekisko, and the Bar U was on its way. Though it has known lean years and fat ones, dull times and prosperous, ones, though it has passed through several hands it still persists as the foremost ranch in Alberta. For if, today, anyone anywhere in the outside world were asked to name an Alberta ranch, if it were not the Prince's E.P., it would be the Bar U.

George Lane, who became its most celebrated owner, joined its force during the spring round-up of '84. Fred Simpson had sent to the States for an experienced stockman and Lane was chosen for the post. He remained as foreman for years, left to become connected with Pat Burns on the Blood Reserve, subsequently purchasing the Bar U in conjunction with Gordon, Ironsides and Fares. A short time before this, Lane had bought in Montana a bunch of Diamond O horses, which formed the nucleus of the Percheron herd that was to make him famous. The late Mr. Lane is too well known to all in Alberta to need further mention, but I often wonder if the public realizes how much of the success of the ranch has been due to Herb Miller, who was with it from its very beginning till a few months ago, when he left to take charge of another place of Pat Burns', its present owner. Two other well-known cowmen, Ed. Johnson and Charlie McKinnon were there as foremen; in fact there is hardly an old-time rider who has not been with the Bar U at one time or another.

Quirk Ranch

Before these two large concerns were realities, an Irishman, John Quirk, had come with his wife from Montana, driving their cattle and horses before them, to settle near High River. As theirs was undoubtedly the earliest individually owned ranch, and Mrs. Quirk the first white woman in that district, I am going to enlarge a little on their history. They were married in Ireland in the '70s. Soon afterwards, Johnny embarked for America to seek their fortunes.



Riders starting out in the morning in the spring of 1892 on a round-up in the "Big Hill" country west of High River, near the Bar U ranch. The Big Hill is seen in the background.

Note the ten-gallon hats of the period, and the fine horses used by the cowboys. The picture was provided through the courtesy of the author of this article, Fred W. Ings, one of the riders in the line-up.

He selected Detroit as a promising field but left there to follow the gold rush to Montana. There he went into partnership with another Irishman, John Sullivan, who was also destined to be one of Alberta's first settlers and to provide for the young cowboys an unending fund of amusement. To this day his sayings are quoted and jokes of which he was the butt retold. Their mining activities continued for some years with fair success. But in Ireland the young wife was waiting to be sent for. She was becoming restless and even alarmed at not hearing from her Johnny. Being a woman of courage and resource she packed up her belongings and set out to find him. She traced him to Detroit and on to Montana. There she quickly broke up the partnership with Sullivan and persuaded her husband to take up a homestead and invest his earnings in cattle. This he did on the ground where Missoula city now stands. When they moved to Alberta the cattle numbered several hundred head. The first location near High River was also abandoned for more advantageous holdings near Kew, Q brand. There they remained for all their ranching years. Their little log house was always open and a hearty welcome awaited any trail-weary cowboy, many of whom looked on their place as a bit of home. Eventually they sold out and moved back to end their days in Detroit. Their very efficient neph-

ew, Jack Dempsey has been acting as foreman at the A7 ranch for years.

"Bad Black White Man"

After John Ware left the Quorn, where he had ridden for years, he located near the Quirks; his brand was 19. Later he moved to the Rosebud where he was killed by a gentle horse falling on him. He was all white except for his skin. The Indians called him "In-a-toxe-sex-appa-quin" (Bad black white man).

A. A. Patrick, who had been in the west for some years working on the Government survey, sent to the east for his cattle, shipping them by rail to Winnipeg, and trailing them overland from there, a drive that took months to make. His range was on the Ghost River, west of Calgary, his brand three bars. Farther north, west of Cochrane, A. J. McDonald located, his brand on the left side.

The three McHugh brothers, Felix, J. J. and Tom, ranched on the Bow River near Gleichen; both horses and cattle were branded H2 left side and hip. This concern lasted for many years, but now all three are dead.

Besides these leases held by different companies and individuals there were thousands of acres of open range. Among many others,

George Emerson ran cattle on this range before he took up his ranch on the Middle Fork of the Highwood River.

In the Porcupine Hills, somewhere west of Claresholm, Capt. Winder located. He had been with the Police since their establishment here and had doubtless been one of those who used to discuss the pros and cons of ranching in the early days. He stocked his land with 1,200 head of cattle and a number of good mares to form a breeding herd. Charlie Sharples, who married a daughter of the late A. B. McDonald who started the 44 Ranch, was manager. Harry Raiks rode for them. Capt. Winder died in the fall of '85, his brand was called the double crank and was made like a swastika. This ranch probably preceded the Cochrane and Bar U by at least a year.

Another very early settler in the Porcupine Hills was Jim Daly, an Irishman with a rich brogue. I remember we use to call him "Old Difficulty"; I can't recall his brand.

Charlie Lyndon was also in these hills on Meadow Creek, another Irishman. He wore a full beard and a large black hat, and always kept a racehorse or two about. His cattle brand was D J on

right ribs, and his horse brand was V I on left shoulder.

(Editors Note:—It is claimed the elder Lyndon's original brand was Circle L, and was the first brand registered in the North West Territories.)

His son, Col. "Billy" Lyndon is still operating. "Billy" Lyndon has grown up with the country. He came in with his father in 1881, and has been associated with ranching in all its phases, riding the round-ups, breaking broncs and herding cattle. Of later years he has taken an active part in military affairs and ranks as Lieutenant-Colonel. He served with distinction overseas, and is one of the recipients of the silver medal lately bestowed by His Majesty King George V.

In the Pincher Creek district, one of the earliest ranches was that of Stewart and Christie, brand S C left ribs. Christie had for some years been bringing bands of horses into the country and selling them to the settlers. He was a good horseman and rider and looked after the horse end of the S C. Major Jack Stewart came from Ottawa. His brother McLeod Stewart had been mayor there for some years. Major Stewart married a daughter of one of the lumber kings of Ottawa.

John Herron, Ex-M.P.

John Herron, one of the first policemen to come into the country and later M.P. for Macleod, was associated with them. "Honest John" we called him. A rare cognomen for a politician. He was one of the earliest police in the country, a member of the "Originals", and one of my first friends. After leaving the police he returned to Ottawa where he joined the Dragoon Guards. A fine soldierly looking man he was. I have heard him speak often of being in charge of the guard at Rideau Hall during the regime of the Marquis of Lorne and the Princess Louise. It was after he had come back to the west that he became associated with the Stewart ranch. He later owned cattle and horses of his own. The horses were in charge of Riviere, a picturesque Frenchman, whom we called "Frenchy"; an adventurous type of westerner, one of the sort that lend glamour to the country. I believe he is still here, guiding tourists in the Waterton Lakes National Park. John Herron, though retired from police duties, joined the posse (Continued on Page 54.)

SILVER JUBILEE

● Our Silver Jubilee took place in January, 1934, as we established our Lethbridge College in 1909. During the intervening twenty-six years we have tried to maintain an ever-increasingly high standard of instruction, equipment, and personnel. That we have succeeded to a great extent in doing this is evidenced by the generous patronage of the people of Lethbridge and vicinity. For this manifestation of their confidence we are deeply grateful.

● We pledge ourselves to do our utmost, not only to maintain this high standard, but to increase and improve it as the years go by. As an indication of this we have purchased more typewriters for the beginning of our fall term, which opens on August 26. We are proud of our present principal, Mrs. S. R. Bennett, whom in teaching ability, sympathetic understanding and enthusiasm it would be hard to surpass.

● We rejoice with the citizens in celebrating the city's Golden Jubilee. And we ask for and shall do our best to deserve your continued patronage and confidence. May we send you our pamphlet "The Way to Success"?

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Conrad Circle and Howell Harris

(Continued From Page 53.)

which captured the renegade Indian Charcoal, after he shot Sergeant Wilde, in the Porcupines. His cattle brand was 7 quarter circle and his horses were branded 8.

Jonas Jones and Indernick were together there for a while, a reckless pair of whom many a wild tale could be told. They each formed other connections, later Jones and Sharpe going in together, brand I X. Indernick and Leatham joined forces. Indernick later sold his cattle to A. B. Few. Mrs. Few had an unique source of income, being the toll from a gate by the city of Dublin. When Mr. Few died, W. R. Hull bought the cattle at a very low price. Close to the town of Pincher Creek, A. M. Morden had his ranch, brand M left ribs.

The Alberta ranch was founded by Col. DeWinton, brand the pitchfork. The first cattle were bought from the Indian Dept., branded A. B. Col. DeWinton as aid-de-camp had accompanied the Marquis of Lorne on his tour of the West in '81. He was then so impressed with what he saw that he returned to Alberta and founded this ranch. His son Freddie took a course, as did I, in livestock at the Agricultural College at Guelph, Ontario. Viscount Boyle and his brother, Sir Henry, took the same course and we all come west together. The Boyles settling on land near the DeWinton holdings, Lord Boyle became a member of the first Legislature and took an active part in putting down the Riel Rebellion. He left Alberta when he succeeded to the earldom of Shannon. The DeWinton foreman, Duthie, had been canoe-man to the Marquis of Lorne, accompanying him on his hunting trips. Duthie was a fine looking man, tall and broad, a handsome fellow and he posed for a noted artist in a Western picture which was afterwards hung in a London gallery. It is said that the Princess Louise on a visit to this gallery

was heard to say to her husband, "Look, that is our old-canoe-man, Duthie."

Fred W. Godsal, a fine type of Englishman, ranched successfully in this part, around Cowley, for many years; then went to the Coast where he still lives with a keen interest in Alberta and its ranchers. He had many brands, Z Z and for cattle; and for horses, all of which, with the exception of the Z Z would be hard to call.

Some others in this district were Brunskill and Geddes, Shurcliffe and Wood, Capt. Scobie, Lynch-Staunton, brand R N 1; H. M. Hatfield, brand Bill Lee, 41, and many more. East of Macleod, Joe McFarlane, brand J O, had had cattle from the earliest times. W. F. Parker also was one of the first. These two were on that first roundup, Parker as captain, which proved how futile cattle raising was in those times. Among the other riders was E. H. Maunsell, who continued ranching in spite of those early setbacks and became one of the largest operators in the South country; the brand was I V. When the Cochrane broke up, Mr. Maunsell bought most of their cattle.

There were numerous ranches along the Belly (now Old Man River). Among the better known ones was Walter Huckvale, near Fort Kipp in 1883. He afterwards moved to Manyberries where he had a large outfit; his brand was called the fiddle back. Mr. Huckvale has now retired from ranching and is residing in Medicine Hat, where he is secretary of the Chamber of Commerce.

General Strange
The Military Colonization Co., started on the Big Bow in 1883, under the management of General Strange. Theirs was the house brand, I think made like Bob Newbolt, an Englishman came from Montana

to be with this outfit. Other young men from the Old Country same there as pupils to learn ranching. Alex. Ge. Strange's son, was there as was Charlie Brown, who married one of the Bannister girls; Lauchie MacKinnon also, but later started for himself in the same district and is still in business with his sons. When the Rebellion broke out, General Strange and Alex went to do their part as soldiers and soon afterwards they returned to England and the company broke up. They had not had very good luck, being constantly harassed by the Indians and burned out by a serious prairie fire.

The Conrad Circle

The Circle, belonging to W. C. Conrad of Great Falls, Montana, and connected with the I. G. Baker Co., had for years been running their cattle on both sides of the border, a practice the Government put a stop to, so they founded a ranch on the Canadian side, between the Belly and the Bow. Howell Harris was the manager. A colorful character and a very early-comer to the country, he had lived through the full gamut of its development, and was an interesting talker if one could get him started on his adventures. He died in Fort Benton, Montana, in recent times. Frank Strong was the first foreman. He was a good horseman, very lithe and active. I can see him now vaulting into his saddle, scarcely touching the horn, and ignoring the stirrup entirely. During his time at the Circle he started a horse ranch for himself near Macleod, his brand S on the jaw. I have an idea he was in partnership with D. W. Davis, M.P., for Macleod, who gave Ottawa quite a jar with his western breeziness. Johnny Reid was one of his riders; he lived later in Medicine Hat.

Baldy Buck was the last foreman of the Circle. I happened to meet him last February at the bull sale in Great Falls, Montana. I recognized him instantly after 35

years, but I had to tell him my name. The ranch on this side of the line has not been in existence for years. The town of Conrad, Montana, was named for its owner. The lands have been divided up. The Hardwick Bros., took over some of the lease and I think Mr. Furman of Lethbridge did also.

The Harwicks are still ranching south of Gleichen, their brand is DH.

The Oxley

Slightly later than those mentioned, the Oxley was started by John R. Craig, financed by English capital, brand O X, and also the Lazy H. This ranch has been fully written up in Mr. Craig's book "Ranching with Lords and Commons". Mr. Craig was the first manager and was a splendid judge of cattle. He was followed by Stanley Pinhorn, an Englishman, who had spent some years in Australia. Pinhorn had one of the first pack of wolf hounds, in fact I don't know whether our pack at the O H or his held priority. He was succeeded by Springett, during whose term Walter Watt of Nanton, was foreman. During Craig's time the late Jim Patterson, a well-known cowman, acted in the same capacity and subsequently he was connected with the Waldrond, and afterwards became Winnipeg's first brand inspector. He met with a tragic death at the home of his friend Johnny Franklin, who was perhaps the finest rider Alberta has known.

Some years after Patterson came Jimmie Johnson, who is now brand inspector in Calgary. He took up a ranch on Willow Creek, west of Stavely. He sold it to Jim Ford who died, but his widow carried on there for some years, selling out in recent times to Harry Streeter, who is its present owner. The Oxley changed hands several times, W. R. Hull being one of its later owners. At present part of it is held by a son of Jim Gordon, of Gordon, Ironsides and Fares. He married a daughter of the late George Lane. The greater

part is broken up now with smaller holdings.

The Waldrond

The Waldrond, on the North Fork of the Old Man River, brand W R, was a company formed by Dr. McEachern, financed also by Englishmen, Sir John Waldrond, the president, giving his name to the ranch. This foreman, under Dr. McEachern, who was first manager, was called "Doc" Fields. He used to cause us much amusement by always carrying a lunch packed in the saddle pocket he affected. It used to be a great dodge for two fellows to ride up on either side of him, engage him in conversation, and when he was interested swipe the lunch.

The Waldrond, as it is generally called now, imported a number of well bred Clydesdale horses, but were not successful with them. The late Dr. Warnock, a Scotch veterinary surgeon, became manager after he left the High River Horse ranch, where he had been under Duncan Macpherson. Later he was elected to Dominion Parliament as M.P. for Macleod, then moved to the Coast where he became Deputy Minister of Agriculture in the B.C. Government. During the oil boom years he was B.C. Manager for Solloway-Mills, when the boom collapsed. He died there.

The Waldrond ranch is now leased to Pat Burns, whose famous brand is the N L. A neighbor to these two ranches along the foothills was the Glengarry Ranch, brand 44, started by A. B. Macdonald in 1886, who later became Sheriff of Macleod. Dunc Macintosh rode there before he started out for himself. Mackenzie, Mann and Holt bought out all stock-holders but Macdonald. This ranch has also passed into the hands of Senator Burns.

Hon. Archie McLean
That prince of good fellows, Archie McLean, started the O Y in '87, he managed that concern for a great many

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Famous Names in Range Country

years. In 1909 he was elected to the Alberta Legislature and was Provincial Secretary in the Sifton Government, and later Minister of Public Works. On his retirement from politics he again took up his old game of ranching, running his cattle on the Pelgan Reserve. He sold out shortly before his death in 1933.

South of Lethbridge

About the same time Walt Ross started the well-known ranch that is still going under the management of his son George. Some years later, the McIntyres came from Utah to establish on Milk River the ranch that is still flourishing there and raising some of the best cattle in the country. These two famous ranches of the South country are too well known to require further comment from me, except that they are to be congratulated on the success of the branded beef movement they launched a few years ago.

H. Wallace, brand I I, was of this district, south-east of Lethbridge, as were Bell and Patterson, brand B P, "French" Sam Bouard and the McNabb brothers.

In early times Medicine Hat was off my range and I am not so familiar with the men and ranches there, but among the early ones were Jimmie Mitchell, Hargraves, and the Medicine Hat Ranch Co. Ezra Pearson, who used to drive the stage between Lethbridge and the Hat started the 7-7 brand on Seven Persons Creek. The first two of the are still running. I believe the original Hargraves is dead, but the family is carrying on.

One of the first horse ranches in the Calgary district was started by the Chipman brothers of Halifax in 1884. They were the first to import Percherons. They carried on successfully for some years and sold out to R. G. Robinson, who handled both cattle and horses. His cattle foreman, called Marshall, was a giant of a man; he stood 6 feet 4 and

weighed accordingly. His son Lee was a horseman and was well-known as a broncho rider. This was a show place and visited by many Calgary people, especially on Sundays when a regular rodeo was staged. Some good riding was done at these first stampedes of the country. R. G. Robinson had a brother with him, sometimes who owned a diamond mine in Africa. He would carry unset and uncut stones loose in his pocket and draw out handfuls to show them to us.

Frazier Hunt's Ranch

The well-known beauty spot called Eden Valley, now the home of the celebrated writer, Frazier Hunt, was first taken up by old Jim Meinsinger, a Pennsylvania Dutchman, who came to this country in '82 with the Bar U bulls. His better half was a Snake squaw and his son Henry was a well-known cow-puncher on the range in early times, riding for most of the big ranches. He is now living on the reservation in Montana. This place was sold to a man called Pflughaupt, who, while mentally deranged, committed suicide there. In the most thorough manner, he hung himself to a bridge over the Highwood but to be doubly sure shot himself first, then dropped to the rope's end. He had a craze for jewels, sometimes his fingers would be covered with valuable rings. This ranch is on the north fork of the Highwood, nearly opposite Guy Weadick's place. The next owner was a French-Canadian called Beaudry, who sold it to Frazier Hunt.

Frank Beddingfield came out in the summer of '83 with his mother, who was the widow of an Indian army officer. Frank rode for a time for the Bar U and then took up the place that is now the E.P., the Prince of Wales' ranch. For a while he was in partnership with 7 U Brown, so known on account of his brand. He went to the Yukon country in company with Glen Campbell seeking a gold mine some Indians had told Campbell

about. Frank was never well afterwards and retired to England where he died. Glen Campbell, M.P., was a large imposing figure. Even in Ottawa he wore a cowboy hat.

Beddingfield raised good Clydesdale horses. He bought his stallions from that importer John Turner, for whom Turner Valley was named, and who died very recently at the Coast. His cattle brand was Z; his horse brand N Y.

W. R. Hull and his brother Johnny, as young lads, came from England overland across the Panama to their uncle, Bob Roper, at Kamloops, where they remained for some years.

In the fall of '83, accompanying J. H. Brown, known everywhere as 7 U from his brand, W. R. Hull came through the mountains into Alberta with a band of horses, B X horses among them. A lot of these were sold to the Bar U. With Dan Riley as foreman, Mr. Hull ranched first at the "25", following Jack Norrish, an old time policeman. This ranch is southwest of Nanton, it was sold to a Scotch Syndicate and has since been broken up. Mr. Hull then bought the Beaver Camp some miles south, which is still owned by the estate. Besides ranching, Mr. Hull had many other business interests. He lived the latter part of his life in Calgary where he owned a beautiful home. Mrs. Hull was a Bannister. 7 U Brown, who came into the country with him, is ranching west of Pekisko. A staunch old veteran, he has weathered the ups and downs of the cattle game and is still going strong. Part of his place was first taken up by Ochey Greig who had been a merchant in China; with him was an adopted son, an Eurasian, called George Sage, who remained in the country after Greig returned to China. The late Harry Sheppard of High River followed after Greig. From him it passed to Mr. Brown.

The Author's Ranch

Part of the Rio Alto ranch, where my brother Walter and I operated together for some years, Anchor, taken over by Rod

was bought from O. H. Smith, who had squatted there in '82. We took over his brand, O H, which is likely one of the very oldest existing, but it has changed hands with the ranch. Mr. present brand is

Bar T, Reverse L, and my location the old "76" headquarters on Mosquito Creek.

A man of whom little has been written, but who has left a lasting impression on the minds and hearts of all who knew him, is George Emerson. He was for years the pioneer range man, because before there were ranches he was driving cattle and horses into the country, in fact nearly all the early cattle were brought in by Emerson and Lynch. Born in Quebec, he came to the country in the employ of the Hudson's Bay Co., in the late '60's, and in the early '70's was trailing herds from across the line.

The Round T

Before the Bar U buildings were put up at Pekisko, the Bar U outfit and others of us used the old camp, now the Round T, as a hangout. There was really no place else to live.

Emerson too, would stop there when he was not on the trail. An older man than the rest of us, he was looked up to by us, not only because of his additional years and greater experience, but because of his sterling worth, for a finer, straighter man never rode in this or any other country. He was a heavy set, sturdy, robust man of middle height, with a quiet reserved manner, never saying a harsh or unkind word to anyone, or of anyone, and very little about himself. I often wish now that we had been able to persuade him to talk more, for those first years in this wild land must have been crowded with adventure. He moved among us, self-contained and even tempered, beloved and respected by all. Subsequent to the building and occupation of Pekisko, he took up a ranch a little west of it and lived there for some years. His brand was the P

Macleay, who was with him in the Rosebud district for a while. He was a great lover of animals, especially of horses, and always rode the best obtainable. When on the range, he would watch the young horses and if he saw one of outstanding quality, he would buy it. There was usually a good collie dog at his heels and in his shack a cat or two as pets. His shack was neat and comfortable and we were made welcome there. Emerson was a champion flap-jack maker; in his hands the turning and throwing of a cake became a fine art. Fulton Thompson was with him for years and 7 U Brown rode for him for a time. He practically brought up Mike Herman, who came in with Emerson from Montana as a kid, and we all thought he would be legally adopted and become his heir, but he never was and later Mike started up for himself.

One of Emerson's closest friends was George King, the old Postmaster at Calgary. During the last part of his life he liked to spend the winters in California, often going there with George Lane. He and Lane also were associated in the building of some business blocks in High River where he died some years ago. I was among the many old timers who attended his funeral.

The Quorn Ranch

Another old Hudson's Bay man was Barter, the first manager of the Quorn, perhaps one of the best known of the extinct ranches. It was financed by Old Country capital, the owners being Martin and Moore, who often visited it and did themselves very well while there. Zee on the right ribs was the brand. It was during their time that the Irish Hunter mares and thoroughbred stallions were imported, Eagle's Plume and Acrostie among them. Gordon Cummings soon joined this outfit and Swan was the last owner. Barter had a pack of fine wolf hounds. My brother and I used to join our pack with theirs on many a good

(Continued on Page 56.)

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Dan Riley Was Good Cowman

(Continued From Page 55.)

nunt. Nigger John was foreman for years. Joe Whitbred was in charge of the stallions. He is now a brand inspector in Calgary. A man called Monkous, who is now living on Sheep-Creek, was a broncho rider there. Ted Hills rode range for them. Their headquarters were on Sheep Creek. The land has long since been divided.

The High River Horse Ranch was started about five miles west of the town by Duncan Macpherson, son of General Macpherson of the British Army. I think they imported their horses from Oregon and Tom Lynch brought them in. The brand had a double rowlock. They had good horses and some very fine thoroughbred stallions. One called Florida was the sire of my old Dude, about the best saddle horse I ever owned. Nigger John was there after leaving the Quorn. Major Eckford was a shareholder in this company, the father of Herbert Eckford, who became the owner when Macpherson returned to the Old Country. Herbert Eckford married a Miss Hendrie of the well known Hendrie family of Hamilton, Ontario. They are now living in Scotland.

The ranch sold to Hiram Sibley of Rochester, New York, now president of the United States Chamber of Commerce is now known as the Round T under the management of Ellison Capers, who succeeded Mr. Bennis. They now farm extensively as well as run cattle.

Senator Riley

It was to this outfit, during Eckford's time, that Dan Riley, now Senator Riley, sold the place where he had first started west of High River. He then bought the Paddy Langford ranch where his farm now is south of the town. There were grazing lands in the hills and cattle included in this deal, also the brand T.L. which Dan still uses. The land where his son Neil makes his headquarters was bought later. At present he holds also the old Dick place on Willow Creek under lease. Dan Riley lived in High River. His brother-in-law and partner, Fulton Thompson, managed the ranch until recent years when he sold out his share to Dan and went into purebred Hereford business. Dan's boys taking over the management. Fulton Thompson was head man with George Emerson for years. He was a very competent cattle man.

Although Dan Riley lived in town it must not be concluded that he was not an expert cattle and horseman. He was one of the best, being foreman on the "25" with Hull for years, and proving by his trip to northern Saskatchewan with a band of wild horses what kind of horsemanship he possessed. During the Rebellion while going back and forth as dispatch rider he saw how few horses were in these

parts. When the fight was over he set out to commercialize his knowledge by taking some to sell. On his trip he was accompanied by Ab Cotterell and Shorty MacLaughlin; also a green Irishman, Nick Lynch, a nephew of Tom Lynch, went along as general factotum. The conveyance was a Red River cart. There were about 75 horses in the bunch and of the bunch they drove few had even been haltered; for the most part they were wild unbroken cayuses such as Breeds and Indians would buy. They had fairly gentle horses to ride when they started out as they would have to break their remounts. By the time they reached their destination they had the whole bunch fairly well broken. They would make a rope corral from the Red River cart, throw their ropes on a broncho, snare his front feet and throw him, put on a hackamore, saddle him and ride. In those days that was the only way to handle snakey horses and it took good men who were good riders to do such work.

Ducks and Gizzards

An incident of this trip that we have often laughed over was Nick's ducks. Ducks were plentiful and formed the principal article of diet. Dan was a good shot and kept them well supplied. Ab Cotterell was fond of the gizzard and was peeved that the Irishman never saved it for him. One day he took him to task and asked him please not to throw the gizzard away. "Aw! roight, Sur" agreed Nick and at the next meal time Ab was all ready for his favorite morsel. He dug his fork into the duck that was for him to find that nothing had been thrown away but the feathers! Ab took the duck and lambasted the poor little Irishman over the head with it, and when he then went for his gun to take a shot at him the Irishman took to the tall timbers and only returned to camp on Dan's assurance that Cotterell would not harm him.

Among the early ranchers I have not yet mentioned were Billy Hyde in the Macleod district and the Bryant ranch near there. West of Claresholm was Montague Leeds, later joined by Fred Elliott. Their brand was 98. Montague Leeds came out from England with thoroughbred stallions for the Oxley where he remained for a while before starting up for himself. These boys raised some fine horses. I bought a number of them for military remounts at the time of the South African war. Leeds is now living in Quebec and Elliott at the coast. Near them a little later Billy Stewart located. He died in the east some years ago. Billy was a splendid rider and a great friend of Johnny Franklin. His widow carried on for some years in partnership with his cousin, Alf Hunter. They sold out to Sitten who resold to Tom Milnes.

The X Y Outfit

On the Little Bow Samson and Hartford were a big concern. Their

brand X Y. Billy Montgomery used to ride for them. Ed Larkin (cooked) there after he left the Winder ranch. He was one of the best cooks we had on the round-ups.

Along this river was the Major George Ross place, now known as the Hawkeye. Mr. Ross was known as one of the greatest polo players of the west. His brand was "H.P.". He now resides in California. The ranch now belongs to the Moir estate of Burlington, Iowa. Alex Moir, who bought it died in recent years.

The Bar K Two

Ray Knight in the Cardston district has been one of Alberta's largest operators for years both in cattle and sheep. He has taken an active interest in the different stampede events often participating in the roping contests. He has done a great deal towards the development of the south country. Originally from Utah, he has always been identified with the Mormon interests and is still a moving spirit of their locality. The Knight brand is Bar K 2.

In the Cochrane district was Frank Ricks, an outstandingly good horseman. He came in with horses from Oregon and located for himself on the Ghost River west of Cochrane. Bob Cowan ranched for a time but he was among the very early ones and soon returned to Scotland where he is now living. Sandy Macdonald was his foreman.

The Two Dot

Many ranches were started about '84 and '86, most of them still running, though some have changed hands, like the Two Dot, which has had many owners since it was started by H. B. Alexander, who left and went to East Africa where he had a large coffee plan-

tation near Ted Hills who had also gone to Africa in the same business. Ward and Pemberton bought the ranch but soon went to B.C. where Pemberton died. Frank Ward married the only daughter of the late Dr. Kennedy of Macleod and is now manager of the Douglas Lake Cattle Company of B.C., known as the Million Dollar ranch.

John MacFarland, George and Martin Armstrong were the next purchasers. It passed from their hands to the Earl of Minto and is now owned by Pat Burns who raises sheep there.

In '86 the late Ernest Cross had taken up a holding near the town of Nanton but left this to establish the A 7 west of the Two Dot. He also bought out the MacIntosh place on Willow Creek and acquired extensive holdings at Lundbreck, where he ran his steers. Mr. Cross was in the early round-ups but had to give up such trying work on account of his health. He built a beautiful house at A 7 headquarters which is one of the show places of the Porcupines and where the family still spends much time. The A 7 brand is the one held longest by the same family through consecutive years. The Cross cattle have been among the best, bringing the top price in Chicago for Canadian cattle more than once. Ernest Cross was one of our great cattle men and his passing was a loss to the industry.

West and a little north of the A 7 is the old Bar S where Walter Skrine held out. His wife, whose pen name is Moira O'Neill, is a well known writer. They returned to Ireland where they were subjected to persecution by the rebels. To quote from a letter of a mutual friend, also an old time cattleman, E. H. Hills, "It was a great blow to me when he passed away about three years ago (1930), the worry

of living in Ireland shortening his life. His fine house and all his belongings were burned one night by armed and masked men, and for a long time his life was in danger; his only offense being that he was a magistrate and administered justice impartially."

Pete Muirhead followed the Skrines as owner. But before them were Eastman, Lucas and Wallis, who remained only a short time. For a long time it was in the hands of the Prince Rupert Meat Company with Bob Parker as manager. Pat Burns came next. Then it was added to the many holdings of Rod McLeay whose home ranch it adjoined. Much of the land is now broken up into wheat fields.

Rod Macleay whose brand is Anchor P, George Emerson's old brand, came from below Montreal. He was at first in partnership with his cousin, Douglas Riddle, who has since died. Mr. Macleay is a large owner of both land and cattle and is one of the most progressive ranchers of the present day. He has had an able assistant in his cousin, Stewart Riddle, who has been with him for years. The ranch, in the Wintering Hills north of Brooks, where the steers run, is in charge of the well-known old cow-hand Sam Howe.

Farther east and a little south two brothers Harry and Dick Westhrope settled. They have retired and their place is now in the possession of A. R. C. Dunning, having been owned for a time by W. Greig, who is now living where Ernest Cross first located.

In this same vicinity Frank Brazil is situated now. He is a man whose life would be called adventurous. He was born in Prince Edward Island. As a young

(Continued on Page 58.)

*To the City of Lethbridge
in the Province of
Alberta, Canada*

**GREETINGS
AND BEST WISHES
on This Your Fiftieth
Anniversary**

From the Village of Milk River

ALBERTA, CANADA

- As the years go by, we come, more and more, to appreciate the fact that Lethbridge is to the surrounding towns and villages what those centres are to the individual rural inhabitant—the nerve centre of our industrial and social activities.
- The Village of Milk River is proud of the large progressive district which it serves; proud of the city that serves us, and proud of the part which our district has played in establishing that city as it now is.
- While enjoying no special claims to locational prominence, the Village of Milk River is nevertheless, on account of its taxation system, perhaps one of the most widely known communities of its size on the North American continent. Milk River people believe in the Single Tax principle—the collection, for the public treasury, of the entire community-caused annual value of land, and the exemption from taxation of all the products of man's labor—and the splendid financial condition of the town is proof of its efficacy.

A. A. FORD,
Mayor.

S. A. HULME,
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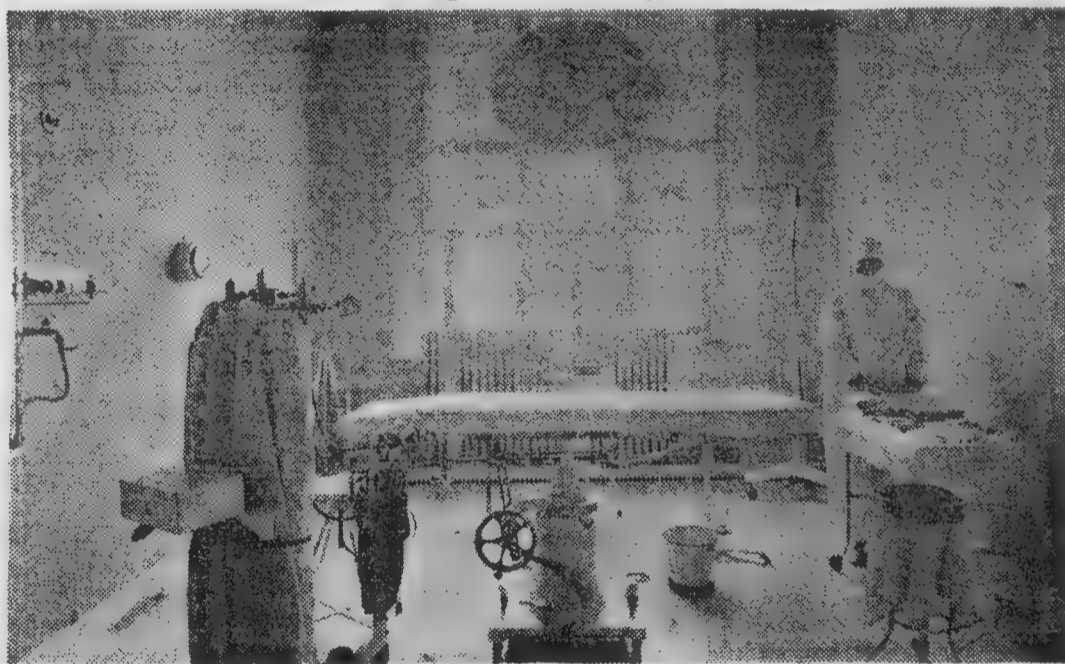
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organizations. Your co-operation has assured the success of YOUR hospital.

"76" Cowboys Get a Good Scare

(Continued From Page 56.)

and he went to the United States and learned ranching in Wyoming, where he rode in the Powder River country. But the sea called him and he embarked on a whaling expedition to the Arctic. He mined for a time in the Yukon and returned to the United States. About 1900 he came to High River and ran steers in that district before taking up his picturesque ranch in Happy Valley.

Others in this district are George and Jack Blake who have been in the cattle business since fairly early days. Jack has land near the foot of the mountains, and George has a place just in the hills; his brand is D.B. Walter Watt, whom I have mentioned, still runs cattle and the Riley ranch is near on Willow Creek, under the management of the Senator's son Neil. Harry Brayne has one of the most efficient of the smaller ranches at the outlet of Williams Coulee. For years he worked with A. E. Cross and learned cattle most thoroughly. He has a herd of very fine cattle. The Comrie Brothers, Charlie Dew and Billie Monkman are also in this portion of the Porcupines, as is the Carleton ranch where W. A. Crawford-Frost raises his celebrated Domino Herefords.

Jack Drumheller has a ranch on Willow Creek which has passed through many hands since it was first taken up by the McDermott brothers. The Gregorays have owned it, and W. Ransom. Sheep are now run there. Mr. Drumheller's home and headquarters are at the old Cee Cee on Mosquito Creek. Here Billy Cochrane and his associates, Tom Cochrane, Frank and Fred Jenkins and Hugh Graham lived. These men returned to the Old Country and most of them are dead.

Where Captain Gardiner, R.N.R., is now living, on the south fork of the Highwood, Charlie Knox first located. He married a daughter of the late Surgeon General Fraser of the Indian army, and is now living in Winnipeg. There are sons and grandsons of General Fraser still living in this country. The Captain Gardiner south of Cochrane is no relation to this one just mentioned, and dates his ranching activities from earlier times. With his son Olen, he has raised some extra good saddle horses and their show hunters and saddle stuff have made them famous throughout the country.

The Lazy Three

North of Cochrane R. W. Cowan, brand Lazy 3, had a ranch and his foreman was Sandy Macdonald. Mr. Cowan returned to Scotland many years ago, and is still living there.

Ted Hills came here in '84—brand E.H.; he rode for Quorn and ran cattle on the range. He rode in all the round-ups until he left Alberta in 1907. After staying a time in England he engaged in raising coffee in East Africa, remaining there thirteen years near where H. B. Alexander was engaged in the same line. Mr. Hills now resides in Sussex, England and is still much interested in Alberta.

R. L. MacMillan, west of High River, took over the Ben Hertz

HE WAS A REAL OLD-TIMER

John Kean (not Keen as so often spelled), was a real old-timer in this part of Western Canada. He came to the Macleod district in 1879 to build sawmills for the government, which he did at Mountain Mills. When the C.P.R. started building in the west he was with that company until 1883 when he came to Lethbridge with the North West Coal and Navigation Company running the sawmill first in the Porcupines and later on the river bottom at Lethbridge, and taking charge of the company's lumber interests generally.

place and his is the Chair brand. Mr. MacMillan is one of the most successful of the present day cattle men. He also farms extensively.

An Irish Rancher

Jimmie Bews, near the Big Hill west of High River, has been on the old John Sullivan place above the O.H. for many years. A great old card, Sullivan, I used to ride by there often and he would come out and ask me "Pwhat's the news, Big Ings?" as he would call me. "Nothing," I would say. "Except that the Irish are fighting the whites again." For a minute he wouldn't quite get it, and then he would rage "The whites indade", and shake his fist at me. I fear he hadn't much love for me—I got in very wrong with him once on a round-up. He was an aggravating old chap, always dragging along the rear, and knowing so much better than anyone else how things should be done. We were in camp near Buck Smith's stopping place and Buck asked me if I would help him dress a steer he had held up in the corral. We were busy at this rather disagreeable job when old Sullivan rode up on a pinto horse, poked his head over the corral bars and began to give us all kinds of advice as to how it should be done. I had a length of gut in my hand and I flipped it. If one could try a thousand times the result could not be duplicated; one end wound itself around Sullivan's neck and the other around the horn of his saddle holding his head down while his horse pranced and jumped and at last stamped. Sullivan screeched, "I'll have the loife of that Big Ings. He struck me with ten feet of gut—he did." Even now I laugh when I think of it. A short time afterwards he thought his chance of revenge had come. On the morning ride I was off with a brone that was just all I could handle. There was a bunch of us together when Sullivan came up. He invariably rode with a hackamore with very long lines, which he swung in his hand. When he saw me having trouble with my horse, he shouted "I've got you now, Big Ings, I've got you." He rode towards me swinging his long rope lines to hit my horse, but as he drew near, my horse shied off and the line he threw came down around his

own body and caught under his horse's tail. Then there was trouble! The horse reared and plunged, then ran, Sullivan yelling blue murder. Poor old chap—he came through that all right but was killed eventually by a fall from a gentle horse.

Cartwright and Thorpe are in the forks of the Highwood and run their cattle far up into the mountains. They are some of the earliest and have operated there for a great many years. Their brand is 86. At the H.L. gap was the Mont Head ranch, a very early one, with Godfrey Levinge in charge. He had good horses and cattle. Hunter Powell, a noted cowpuncher, rode for him. Levinge was a small frail man, hardly the type to be associated with the cattle industry of those times, and he soon returned to the Old Country.

The 76 Spread

It was about '86 when the Powder River Cattle Co., of Wyoming bought out old Joe Trollinger at his stopping place on Mosquito Creek, where I now live. This outfit was known as the "76" from their brand. They secured the lease of several townships and cut quite a figure. Their manager, Murphy, and most of their riders, they brought in with them. Bert Wilder of High River is the only one I know of left in the country. They rode small, fast horses, quite a different type from the usual Alberta cow horse and used single cinch saddles.

One day two of these riders had gone rather far afield and they were startled to see a band of Indians approaching them in full paint and feather. Having just come from across the border where the Indians were a constant menace, and knowing of the Red Rebellion not long before, they were scared green. They started for home on the gallop. The Indians, who were only a band of young bucks out for a hunt and dressed up more for fun than anything else, saw the cowboys were afraid and thought to have a game with them. They gave chase. With a whoop and yell they took after them waving their guns and appearing very fierce. The cowboys never drew rein till they reached their home corral, where one of the horses dropped dead from exhaustion. The Indians had paused a mile away and were off about their business highly gratified with their day's sport. This outfit went from here to the Cypress Hills and their leases are now farms.

Politico-Ranchers

Among prominent politicians who have been interested in ranching are George Hoadley and Jack Bowlen.

Hoadley came to Alberta from England about 1899. He worked for John Quirk and on some other ranches as was the custom with young Englishmen new to the country, in order to acquire the necessary knowledge and experience before starting up for themselves. Mr. Hoadley located on Sheep Creek. His brands were: horses, Lazy V on the jaw, cattle 5 X Z. He has been a great lover of good stock, especially of horses, of which he ran quite a number on the Big Bow where he held a lease. He married a girl from the Okotoks district and made his home there for a long time. He went into politics early in his career, being the oldest politician in the Legislature at the present time. He was Minister of Agriculture but now holds the portfolio of Health and Telephones.

Jack Bowlen was born on Prince Edward Island. He came west as a young man first to Saskatchewan, later to Alberta. Like most Prince Edward Islanders, he is fond of horses and runs a bunch on the Big Bow. He owns a ranch in the Pincher Creek district and is interested in both cattle and horses. Of recent years he has been in politics on the Liberal side.

Fred A. Burton came in fairly early and worked for the Winder Ranch and various outfits acting as horse wrangler on the round-ups of '86 and '87. He went in for ranching himself west of Claresholm and recently bought out Cohen, the Jew, in that vicinity. Fred's boys are making names for themselves as riders and ropers in the stampede events. His brand is Quarter R.

One of the later comers to ride the range and then branch out for himself was Tom Boulton, another Englishman. He is still in the business running cattle on the Livingstone, and located west of Stavely.

R. A. Wallace

The late R. A. Wallace came from Ontario in 1883. He worked at the Mont Head ranch under Godfrey Levinge and for John Quirk. Later he purchased land north of High River from Potter and Pettipiece, and stocked it with cattle bought from the Oxley. Of recent years he owned a herd of registered black cattle. He was

the first school teacher in the Tongue Creek district, the first president of the Old Timers' Association of High River, and a member of the North West Legislature which met at Regina. His sons have managed his property for some years as Mr. Wallace was in poor health and lived in High River.

Lem Sax-Smith came from Ottawa as a very young lad. He lived with his family north of High River. When he grew up he rode for his brother-in-law, George Lane, and later worked on Lane's Willow Creek ranch. After a few years residence at the Coast he returned to manage the Willow Creek ranch which is now owned by Pat Burns.

Today Pat Burns is the cattle king. Senator Burns did not come to Alberta till '89. For years he did a straight range business, running only steers. Bill McComb was his foreman. It is only recently that he has gone into ranching, picking up most of the ranch lands that have come onto the market. Today he controls more ranch land and owns more cattle than any man in Canada.

This resume of ranching has been written at the request of The Lethbridge Herald. I have worked from memory and have not had unlimited time in which to reflect. I may have overlooked some names most worthy of mention or made mistakes in brands or dates but I have tried to be as exact as possible and for such slips I hope you will forgive me.

On this 50th anniversary of your charming and attractive little city, I offer you all my most sincere congratulations and wish that you may enjoy continued progress and prosperity.

It makes me sad to think that this first great industry of which I have written, the one that has done so much to open up and develop our beloved Province, has of late years suffered such vicissitudes.

The falling prices of our products and the restricted markets have all but broken the cattle men. Let us hope that time may improve for them and that this important business gain once more the sure footing it deserves, —1885—1935—

EARLY ELECTRICITY

Before the city took it over, the electricity was furnished by a private company, of whom Dr. McBurn, M. Freeman, and H. Bentley were members. The plant was connected with the generating plant at the No. 6 mine.

GREETINGS

Citizens of Lethbridge and district—visitors and former citizens we invite you to make the

ARCADE

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THIS ESTABLISHMENT IS JUST 25 YEARS OLD AND HAS SERVED THE SOUTH CONTINUOUSLY DURING THESE YEARS

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Reminiscences of a Range Rider

(By Senator Dan Riley)

HERE IN EIGHTIES

IN THE EARLY eighties, when in the Western States where the range cattle industry had flourished for many years and where at that time ranges were overstocked and eaten out, cattlemen, looking for new ranges, wandered across the Canadian line. What they saw turned their attention to this country. The country lying east of the Rockies, a few years before the feeding ground of unnumbered herds of buffalo, now covered with the rich buffalo grass, watered by numerous mountain streams and springs of pure water, furnished an ideal summer grazing while adjacent and lying to the west was the sheltered and well-grassed foothill country, furnishing shelter and grazing for the winter months. It is little wonder that they thought this country was an El Dorado for cattlemen, and so cattle from the neighboring States came pouring into what is now Alberta. It was a virgin country, no wire fences, no taxes, no restrictions and no settlement except an odd one on the river bottoms, and so in a few years, Alberta became a cattle country. But in order to feel some security in coming to a new country, they secured grazing leases from the Dominion Government of large areas of those lands for terms of twenty-one years at a small rental. At that time the Government had no idea that these same lands would in a few years be in demand for settlement and would be producing wheat of the highest quality, and so were glad to realize revenue from what was considered worthless property.

Some of these lessees knew the boundaries of their leases and it made little odds as it was an open range and cattle wandered at will and so for years we had the country of the open range with a general round-up in the early summer when cattle belonging to the northern part were driven back, and vice versa. Of course most of the cattle were to be found on the southern ranges in the spring, having drifted there by winter storms. In the fall, another round-up was held to gather the beef and the herds were again turned loose to wander at will. No feed was prepared nor calves weaned. The system worked well until the winter of '86 and '87—the hardest winter in my fifty years experience—75% of many of the herds perished. This changed the system and from that time to the present, calves were weaned and all available hay was put up.

These large leases were cancelled owing to non-payment of rental but the cattle used the same ranges up to the early '90's just the same. Truly these were the days of the open range.

So much for the founding of the industry

FIRST RANCHERS

The first large herd of cattle came to High River in the fall of 1882, but around 1876, Lafayette French and O. H. Smith established themselves immediately west of what is now the town of High River. This location was on the old Fort Benton and Edmonton trail and as well as keeping a stopping place, as they were known in those days, they maintained a small herd of cattle and horses. Their ranch was the headquarters of the High River district, the Fort Benton stages stopped there and all mail came to the country by this route. They were the first settlers in the High River district. They broke and cultivated about forty acres of land. Finer crops than they raised in '83 I have never seen since that time, so that they were pioneers in farming as well as stock raising. The story of the lives of either one of them would discount many works of fiction.

French and Smith, when settlement began to dribble in, located a ranch on the North Fork of High River which they shortly after sold to F. W. Ings, who, with his brother, Walter, successfully operated it. It is known as the O. H. Ranch, and is now the property of Senator Burns.

All those men—pioneers, Indian traders and picturesque characters—with a thorough knowledge of the North West territories, chose High River to settle down in after their business as Indian traders was interfered with by the Indian Treaties of '76.

Buck Smith had, in the '70's, also located immediately west of French and Smith with a small herd of cattle. Buck Smith used a brand known as the "rian tootler". It was a combination of Spanish characters and I never knew of a white man who could read it. Jasper Smith, or as he was known to his friends, "Buck" and to the Indians as "the man who never misses", was one of the most colorful of the old pioneers.

Born and brought up on a cattle ranch in California, he was an expert rider and roper and was known to his contemporaries as the best shot west of the Missouri River. This at a time when a man lived by and on his rifle.

Another of the early cattlemen was John Quirk, an Irishman who had made a strike in the rich placer gulches of Montana. With his wife, a real pioneer and a charming lady, they settled on what is now the town of High River but shortly after moved to the foothill country of Sheep Creek where for many years they raised thousands of fine beef cattle. They have gone over the last divide but no couple has left a finer memory.

The Quirk brand was a Q. Whether or not it is still used, I do not know but the ranch they located is still a going concern.

Possibly the best known of the old time stockmen was the firm of Emerson and Lynch—Emerson, an old Hudson's Bay man; Lynch, a product of Montana. They established a ranch very early on High River about six miles above the Crossing, as it was then known, or what is now the town of High River. They were drovers, bringing herds of cattle and horses from Montana to Alberta. After some years they dissolved partnership; Emerson locating on the Middle Fork of High River and Lynch on Flat Creek, a tributary of the North Fork.

Emerson was in the cattle business in a large way for many years. He branded with anchor P, and this old iron is still run by Rod Macleay. George Emerson was a substantial man in every way and his example of a clean and upright life was a sheet anchor to many a wayward cowboy. He died in High River some years ago, loved and respected by all who knew him. Lynch died suddenly many years ago, but the ranch he located on Flat Creek is now owned and operated by the Round T Cattle Company of High River.

James Miensinger, a Montana pioneer, early took up a location a few miles west of High River, subsequently moving to the foothill country to what is now the ranch of the author, Frazier Hunt.



SENATOR DAN RILEY

Of High River, who came to Alberta in the early eighties, and who tells, in this story, of the development of the range cattle industry in South Alberta, and of the men who founded and fostered it.

With him was associated his son-in-law, Al Miles.

Other early ranchers included: Cartwright and Thorp on the Middle Fork of the High River.

Duncan Cameron on the Middle Fork, now included in the Thorp and Cartwright holdings.

R. A. Wallace early located on High River.

John Sex-Smith, also located on High River in 1883.

E. M. Levings on the South Fork, afterwards amalgamated with the Bar U.

John Sullivan came with a herd of cattle from Montana. Like his friend, John Quirk, he also made a strike in the rich gulches of Montana and followed Quirk to Canada. He located on what is now some of the lands of the late R. A. Wallace Estate but shortly after moved to Sullivan Creek (named after him) where he ranched for many years and where he met his death by a fall from his horse.

THE FAMOUS BAR U

The North West Cattle Company—the Allens of Montreal—brought 3,000 head of cattle from Montana the fall of 1882. This was the first large herd in the High River district. They located the famous Bar U Ranch, now owned and operated by P. Burns. The manager was Fred Stimson of Montreal, an historical character of the old range days. Under him as foreman worked at different times, Ab Cotterel, Jo Johnson, Geo. Lane, Hunter Powell, Seven U Brown, Ed Johnson, living retired at Cochrane and the

original of Churchill's "The Virginian", Herb Miller and Bert Wilder.

These men, with the exception of Jo Johnson, Ab Cotterel and Geo. Lane, are still living and have all taken an important place in the life of the country.

Herb Miller who was in the employ of the Bar U when I came to the country fifty-two years ago, only severed his connections with that ranch a few months ago. Bert Wilder, still hale and hearty, lives at High River.

Geo. Lane afterward acquired the Bar U and operated it for many years. His name is closely connected with the development of the livestock business in Alberta.

Another man associated with the early history of the country was John Barter, an old Hudson's Bay employee, who ranched on Sheep Creek and located on what was afterward known as the Quorn Ranch, an Old Country concern. He located here in the early seventies.

R. Fennell also ran a bunch of cattle branded F about this time, subsequently selling to Mr. Barter. The late Geo. Emerson was also associated with him. Fennell, an ex-United States cavalry man, with whom I came to the country, was the best prairie man I ever knew. He left for the Yukon the fall of '83 and was never heard of afterward.

THE INFUX BEGINS

The years '85 to '90 saw the largest influx of range herds to Southern Alberta. From that time to the beginning of the present century, the range men wrote the most glamorous page in the history of the North West range industry. Today the ranges are fenced, herds have been curtailed and few of the old pioneers of the industry remain to carry on the tradition of the early days. The largest of these herds was the Powder River Cattle Company, Wyoming, of between nine and ten thousand head. They located on Mosquito Creek and the Old Trollinger Place, now owned by F. W. Ings, was their headquarters. After some years the herd was driven to Saskatchewan. They branded with the seventy-six iron and were a fine herd of exceptional quality.

The company furnished its riders with Winchester rifles; evidently the '85 Rebellion had given the impression that this was a country of bad Indians.

These cattle withstood the '86 winter better than any other, being all dry cattle or a dry herd, as any calves born on the trail were killed on the bed ground each morning.

Among the many herds started during these years were The Little Bow Cattle Company, on Mosquito Creek, William Cochran, manager, now owned and operated by Jack Drumheller and known as the C.C.—two C's back to back; the Bar S, owned by Walter Skine, Samson and Hartford, Little Bow Seven X; Hull and Trounce 25 brand; A. E. Cross, Mosquito Creek AT; The D Bar, High River brand.

Then there was the Oxley Ranch, an English company located on Willow Creek with John R. Craig, author of "Ranching with Lords and Commoners" as

(Continued on Page 60.)

1908—1935
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LETHBRIDGE

Who Were the Spitze Police?

(Continued From Page 59.)

manager, Brand O.K. The Cochrane outfit, owned by Senator Cochrane of Montreal, arrived from Montana in the fall of '82 and was under the management of Col. Walker. The following spring they moved to the Macleod country. Alex Fleming of High River was foreman for some years. Their large holdings were sold to the Mormon Church and their herds dispersed.

Another of the larger outfits was the Waldron Ranch Company situated on the Oldman River. Dr. McEachran of Montreal was manager and Doc Fields the foreman. Their herds were sold and dispersed many years ago and the ranch is now leased to Senator Burns.

THE CIRCLE OUTFIT

One of the most colorful and picturesque cattlemen of the old days was the late Howell Harris. Coming from Montana to the North West Territories, as they then were, a youth of seventeen, he was in charge of a large trading outfit. He established a trading post on High River, five miles west of the crossing and traded for two winters with the Blackfoot, Blood and Peigan tribes.

After the North West Mounted Police took the government of the territory out of the hands of the Indian traders, his company, an American one, brought in large herds of cattle from Montana and Howell was in charge of them until his death. The story of his life and adventures would make a most interesting addition to the early history of this country. The 3 and Circle, or as they were called, the figure 3 and Circle herds were among the largest and best known of that time.

The Winder Ranch on Trout Creek, under the late Charles Sharples, was one of the best known outfits of the early days. Their brand was known as the double crank.

The late James Daly was another of the old time cattlemen and was located on Daly Creek.

His son is still on the old place. W. R. Hull, who located on Mosquito Creek in 1886 and branded with the 25 iron, was a prominent figure in the range life of the country in the early years. His livestock interests were afterwards bought by P. Burns.

THE SPITZE POLICE

E. F. Hills, an old cattleman of the eighties, once owned a ranch in the fork of High River but many years ago sold out and is living in England. We were friends in the early days and still correspond at long intervals. In a letter from him a year ago, he wrote, "When I worked for the Maunsell ranch, I often rode over on a Sunday to talk with Dave Akers, who kept a trading post at Standoff. Dave told me of building a trading post west of the crossing of High River in the early seventies. He traded there in company with a man by the name of Liver-Eating Johnson. The Indians became troublesome and they also incurred the enmity of the Spitze Police." I had not heard the name for fifty years. (Who were the Spitze Police? Spitze is the Blackfoot word for Highwood River and the Spitze Police were a band of adventurers who were sometimes called wolfers, who made a living by killing wolves for their hides, and in any other way they could.) Well, the upshot of the trouble was that Akers and his partner had to make a getaway, abandon their fort and leave their work oxen. They put in the rest of the winter at Whoop-up on the Belly River. In the spring they returned to High River and were surprised to find their cattle fat and sleek. This was probably due to the fact that good buffalo meat was better eating than old work bulls. Akers maintained that this was the first bunch of range cattle ever wintered on the High River range.

OLD TIME CATTLE MEN

I mention the names of those men who were all here prior to 1900 and who have received little, or any, mention in any articles I

have read on the early history of the cattle industry on the High River range. Although only working cowboys, they were prominent figures in the range history of the country, and many later became owners of large herds themselves. In this hurriedly written article

I may have inadvertently overlooked others equally deserving. If any such are still alive I apologize for my forgetfulness. Fifty years is a long way to look back. Among the riders and cowhands of the eighties whose names were household words in the range lands, were:

Johnny Franklin, George Baker, Billy Waggoner, John Weir, Bert Pierson, Herb Miller, Billy Stewart, Charles Parks, Jim Patterson, Doc Fields, Ben Rankin, Mike Herman, Sam Howe, Jas. Johnson, Wm. Henry, Thos. Henry, Hunter Rowell, Duncan McIntosh, Geo. Winder, Baldy Buck.

Along Trails Plowed Under

The main trail in the '70's from Winnipeg into the little traversed frontier country extending to the far west was through Portage la Prairie, Shoal Lake, Fort Ellice and northwestward to Touchwood Hills, Fort Qu'Appelle, Fort Carlton on the North Saskatchewan, with a branch crossing the South Saskatchewan probably ten miles below the present city of Saskatoon, and on to Battleford and Fort Edmonton.

In the west in those early days willow sweat boxes of the Indians were a fairly common sight. When in use the frame was covered with buffalo robes and hot stones were rolled in—the patient pouring water on the heated rocks. In this way the patient got an invigorating Turkish bath.

Another noticeable feature on the plains in the old days was the great number of deep ruts. These well-worn paths stretching for miles across the plains were made by the buffalo in moving toward watering places—rivers and lakes. Pioneers in Southern Alberta remember the numbers of "buffalo trails" and "wallows" in this country before settlement thickened up and civilization obliterated these landmarks.

Speaking of these old buffalo trails, in the "Emigrants," published in Winnipeg, August, 1887, there is an article on the Leth-

bridge district, in which reference is made to the numerous buffalo trails then existing in the country. "W. G. Conrad, a well-known cattle grower of Montana, says this country is one of the very choicest for grazing, and the number of buffalo trails crossing the surrounding plains shows how that animal thrived upon its grasses in years past. From the railway car moving at 15 miles an hour I crossed and counted 87 trails in five minutes, some of them worn 12 inches deep."

The name "Conrad" figured prominently in the early history of the Alberta-Montana country. W. G. and C. E. Conrad came from Virginia, having entered the service of the I. G. Baker Company with headquarters at St. Louis. They were traders and supplied the mining district in Montana and dealt in buffalo hides, etc. They followed the Mounted Police to Macleod in 1876 and established a post there under the management of D. W. Davis, the first M.P. for Alberta. They acted practically as financial agents for the Ottawa government the nearest railway point being Helena to the south. The company passed into the control of the two brothers and they located at Great Falls, Montana. They went into the banking business in the Montana city.

W. G. Conrad, old timers recall,

had a keen admiration for Sir John A. Macdonald and had a large painting of the famous Canadian statesman in his residence. Later Mr. Conrad returned to his old home in Virginia. C. A. Magrath, in referring to the Conrads, says he met a young man at Atlantic City about ten years who declared he had just been in Virginia where he had seen a painting of Sir Wilfred Laurier. "I said that I knew there was a painting of Sir John Macdonald in that state in the possession of the Conrads and he replied that it was there that he had seen the painting. Mr. Conrad passed away some years ago and I am under the impression that his family may have become slightly mixed in respect to our two prime ministers," Mr. Magrath remarked in describing the incident.

—1885-1935—

EARLY WATER

Water on tap and of crystal quality from an expensive filtration plant has taken the place of the primitive method of water supply in the early days, which was brought to mind by the city's jubilee. The water cart and the barrel were what the early residents had to depend upon for their water. Water in those days was pumped from the river to a tank in the Alberta Railway and Irrigation yard, and was from it delivered to the residents by cart and stowed away in barrels.

TRAVEL to the Lethbridge Fair and Jubilee Celebration with MAPLE LEAF GASOLINE

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Greetings: Coleman to Lethbridge

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WE extend Heartiest Greetings
to the citizens of Lethbridge; and
Best Wishes for a successful cele-
bration of their 50th Anniversary.



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Foothill and Short Grass Ranchers

As Told By
D. J. WHITNEY
To H. G. Long

IT IS NOT EASY to find an early-day rancher whose memory is keen enough to remember those early days back in 1885 when the Fort Whoop-up and Fort Kipp districts were beginning to prove that the short grass country, the original summer stamping ground of the buffalo, is a natural cattle ranching country, and when young men, full of ambition, were anxious to establish a "spread" of their own. The writer, however, was fortunate enough a few Sundays ago, to spend a couple of hours with David J. Whitney, who came to South Alberta in 1882, and who, after a couple of years in various kinds of jobs then available, settled down to ranching, buying cattle off O. S. "Hod" Main of Teton area, Montana, and established the Hat brand for cattle and horses, left ribs. Years later, Mr. Whitney sold out his ranching interest to the late J. H. Wallace who, with Walter Ross, ranched in a large way in southeastern Alberta, running thousands of head of cattle on hundreds of thousands of acres of lease. With the sale went the Hat brand.

Mr. Whitney and the writer with the aid of an old brand book of the vintage of 1900 were able to recall many of the famous old cattlemen who made South Alberta the greatest cattle ranching area of Canada. Some whose names are deserving of mention are, it is feared, overlooked, but the Old Timers especially are asked to forgive the failure of a memory which had to cast back more than half a century to the beginning of things in the rolling foothills and endless plains about what is now Lethbridge. This story is a companion-piece to the more pretentious story in this issue from the pen of Fred W. Ings of Nanton, who rode in his first round-up in the Mosquito Creek-High River country in 1883 and who, with his brother, established the famous O.H. brand.

The writer is also indebted to Walter Huckvale of Medicine Hat, veteran ranchman of the Fort Kipp country in 1883 to the early nineties, for considerable information in this story. Those who furnished the material, and the writer, crave your pardon if all the facts are not here, and if some of them do not jibe with the reader's conception of early-day ranching.

How Ranching Started

Indians—buffalo—N. W. M. Police—ranchers. That, in a general way, is the sequence which brought ranching to South Alberta. In the early days before the white man came the Indians had an unfailing source of sustenance—the buffalo. Then the white man came along, the traders and the hide hunters. Buffalo were slaughtered by the millions in the years between 1865 and 1890. The late George Houk, who is supposed to have come to South Alberta first in 1864 with the traders and buffalo hide hunters, has told the writer of seeing buffalo migrating for days on end, much as the caribou do now in the North West Territories to the north of Alberta. But by the middle seventies the buffalo were thinning out so badly that the Indians began to grow anxious and restless. Their staple food supply was disappearing. In 1873 reports from the West to Ottawa on the condition of the Indians, and the menace they were in a half-starved condition to the white settlements, caused the formation of the North West Mounted Police. In 1874 came the famous trek to establish Fort Macleod, the first N.W.M.P. post in Western Canada. In 1875 followed the establishment of Fort Walsh in the Cypress Hills and Fort Calgary, together with outlying posts. In 1876 came the signing of the treaties with the Cree Indians in the Saskatchewan—Assiniboia territory. In 1877 the Blackfoot Crossing treaty was signed with the Indians in South Alberta, placing the Blackfeet, Bloods, Peigans and Stoney on reserves. But without buffalo the Indians had to have other means of sustenance, and the Police were given the task of looking after this important matter in co-operation with the Indian Department which had been organized at Ottawa. Cattle naturally took



CAME IN 1882

D. J. WHITNEY

Who came to Alberta from Kingston, Ont., in 1882 via Bismarck, Fort Benton and freight team to Coal Banks, thence to Fort Macleod. He established the Hat brand, buying cattle from "Hod" Main, later selling his cattle and the brand along with them to the late J. H. Wallace. Mr. Whitney was 30 days making the trip from Kingston to Fort Macleod, eight of which were spent travelling from Fort Benton to Macleod. Mr. Whitney furnished much of the material for this article.

the place of buffalo, and the Indians were assured rations of beef until such time as they could establish themselves in agricultural and pastoral pursuits, raising grain and cattle for their own use on their own reserves.

Here in South Alberta, a contract was entered into between the government and the I. G. Baker Company, traders and ranchers of the Missouri River country in Montana to furnish the beef rations. The I. G. Baker Co., with St. Louis money behind it, and with a large trading establishment of Fort Benton, head of navigation on the Missouri River, in Montana, was engaged in ranching in the border state. Cattle were run across into South Alberta, butchered, and the meat went to the Indians to fulfil the contract with the Indian department. The I. G. Baker Co., established a trading post at Fort Macleod, and later at Lethbridge, Norman T. Macleod of Lethbridge, being manager of the Lethbridge store which was later sold to the Hudson's Bay Co. The I. G. Baker Company also engaged in ranching in South Alberta as an offshoot to its Montana ranch activities, and its brand, 3, was one of the earliest in this part of Alberta.

Police Go Ranching

What more natural that that the full-blooded young men who had signed up with the Police should, when their term of enlistment was up, start ranching on their own. And that is what happened, and that is how a great many of the early brands found their way to the ranges of South Alberta. Naturally the young ranchers established in the country they knew best, around Macleod, around Calgary and around Fort Walsh. And so we have South Alberta "the cradle of Western Canada's ranching industry."

W. D. "Curley" Whitney enlisted from Kingston in 1877, and served with the Mounted Police at Macleod for three years. After his enlistment was up in 1880 he ran a blacksmith shop at Macleod for a time, got out lumber for the police sawmill near Pincher Creek on the south fork of the Oldman River, and then, with Jim Daly, another ex-policeman, started a ranch northwest of Macleod in the foothills. Their brand was the campstool. Curley Whitney's exploits stirred the imaginations of his younger brother and of several other boys in Kingston, Ont., district, and they came flocking to Fort Macleod. We have told you how his brother D. J. established the Hat brand with Hod Main cattle.

Hod Main

Hod Main was a partner in the Main and Dennis outfit of the Teton and Marias River country

in Montana, who used to drift cattle across the line to sell to the new ranchers. Hod Main established a headquarters on this side of the line, running cattle around Kipp and north of the Blood Reserve. He was a great friend of old Camoose Taylor who ran a stopping place in Macleod. He was married to a squaw. About 1883 Main sold his headquarters near Fort Kipp to Walter Huckvale, a young Englishman, and then Main

moved to the Little Bow country. Main had a Montana brand.

Walter Huckvale established the "Fiddle Back" brand in the Kipp country and was there for nine or ten years before moving to the southeast country where with Syd Hooper, he developed a very fine ranch along Manyberries Creek, ranching there until 1916 when he sold out and retired to Medicine Hat where he still lives.

Al Whitney, who came in 1881,

bought cattle from Hod Main, and established his own "spread" in 1885 near Kipp and Rocky Coulee and his brand was the shipwheel.

Bill Long and Dick Urch came from England in 1883. They kept a "halfway house" at the "Old Crossing" of the Oldman River just southeast of the present Monarch. This is where the stage coaches crossed the river for years on the Macleod-Lethbridge run.



Cairn erected in Galt Gardens, Lethbridge, to the memory of Nicholas Sheran, who in 1870, opened the first coal mine in Alberta.

A Tribute To the Early Pioneers of the Coal Industry

When Nicholas Sheran discovered coal and opened Alberta's first coal mine at Lethbridge in 1870, an absorbing chapter in the history of western Canada was begun. The door to vast new wealth was open. For many years the oft heard expression "as good as Lethbridge" has established the standard for domestic coal in western Canada.

Greetings and Congratulations

Our newly organized company embracing the former Galt, North American and Cadillac mines, wish to pay a tribute to the early pioneers in this, one of the basic industries in western Canada. We congratulate the city of Lethbridge—our own employees and all citizens—on this 50th anniversary. We are pleased we have been able to make a contribution to the industrial growth of the city and share in the pride of all citizens in the many admirable and attractive features of our civic and community life.

Lethbridge Collieries Limited

Walter Ross Went Ranching in '85

Long and Urah ran cattle with the UL (connected) brand. Mrs. Urah is still living at the old ranch headquarters.

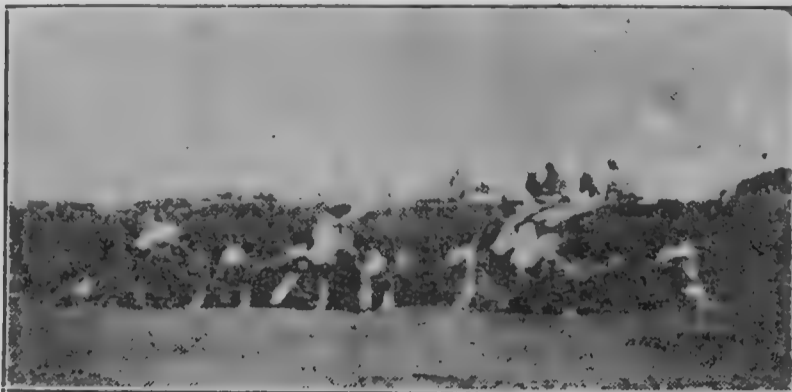
"Big Charlie" Hyslop came from the Kingston, Ont., district in 1884 following his friends, the Whitneys, but was out of the district until 1887 when, with his brothers, Abe and Bill, he came in and bought from the Whitney brothers, the first water distribution system in Lethbridge. They carried on the business for many years, until Lethbridge established a waterworks system, selling water at "two bits" a barrel. Naturally, they gravitated to ranching, running cattle and horses in the Eight Mile Lake country northeast of the city. Their brand was the 5H.

The first time D. J. Whitney met George Russell, still ranching with his sons at the Pothole, Mr. Russell was driving Capt. Bryant, manager of the North West Coal and Navigation Company, to the company's sawmill in the Porcupine Hills northeast of Macleod. This was in 1883. Mr. Russell bought lots on what is now Third Avenue, and built a livery stable which Curley Whitney and George William Rowe bought out. Mr. Russell then went to the Pothole to ranch and is still there, hale and hearty. His brand was the 2G.

From Texas

George William Rowe came to this country from Texas, via Fort Benton. For a number of years he traded with the Indians in the Cypress Hills, but when the Police came along he moved to Fort Macleod where he established a freighting business, running a line between Fort Benton and Fort Macleod. Later he engaged in ranching in the Snake Valley country near where Lomond is now located, and ran the D&C brand. He sold out about 1900, coming to Lethbridge and estab-

TYPE OF PRESENT DAY RANGE CATTLE



Range cows on the McIntyre ranch south of Magrath, one of the finest ranches in Canada. The McIntyre herds are practically purebred,

and furnish many winners at the Toronto Royal and other big livestock shows in Canada and the United States.

lishing the Dallas Hotel which his son George Rowe, president of the Lethbridge Fair Board in 1934, now operates. Mr. Rowe died about 25 years ago, but Mrs. Rowe is still living on the Pacific coast.

One of the big outfits east of Lethbridge was established by Hon. Archie McLean in 1885. Mr. McLean had associated with him the Winnipeg interests of Oiler, Hammond and Nanton. Their headquarters were on the South Saskatchewan north of where Grassy Lake now stands, just about where the Oldman and the Bow River come together at the Grand Forks. Mr. Ings tells of the CY ranch operated by Mr. McLean in his story of Alberta ranchers.

The Circle Outfit

While the country nearer the foothills, where there were many streams and springs, was given over mostly to the smaller ranchers, the farther east and the more scarce water became the bigger the ranches. The Circle Ranching Company owned by the Conrad brothers, who had large ranching

interests in Montana, established a big outfit on this side of the line, running cattle all the way from the Bow River south to the boundary. Howell Harris, who lived in Lethbridge for years, was manager. He died a few years ago at Fort Benton, Mont. Their brand, of course, was the circle, with a 3 above, and their cattle were spread over such a wide area that they had representatives, "reps", in all the round-ups, north, southeast and in Montana. Jim Fuller, who later bought the Hod Main ranch which the latter established near Queenstown, east of Vulcan, used to ride for the Circle. Before that Jim Fuller had got together a Wild West Show somewhat after the style of the Buffalo Bill show of youthful memory. Baldy Buck was the last foreman of the Circle outfit, following Jim Townsend, and is now living in Great Falls. No Circle cattle have been running in South Alberta since about 1910 when farms took the place of the range.

The first ranch east of Lethbridge in the Medicine Hat country was not established till 1883. Ezra Pearson, who freighted to Lethbridge and Macleod after the steel reached Medicine Hat, set up a ranch on Seven Persons Creek, the 7 bar 7. Later he organized the Medicine Hat Ranch Co., with the MHR brand, and this is still one of the big ranch outfits of the Medicine Hat country today, though it has changed hands.

Jim Pierce came in from Port Benton, Mont., about 1886, and started ranching, with headquarters on the river bottom north of Lethbridge, just below No. 6 mine. His horse brand was P, and his cattle brand was JP, and that particular part of the river valley was known as Pierce Bottom. Later he moved to the Pothole, and still later went to the Brooks country.

Walter Ross

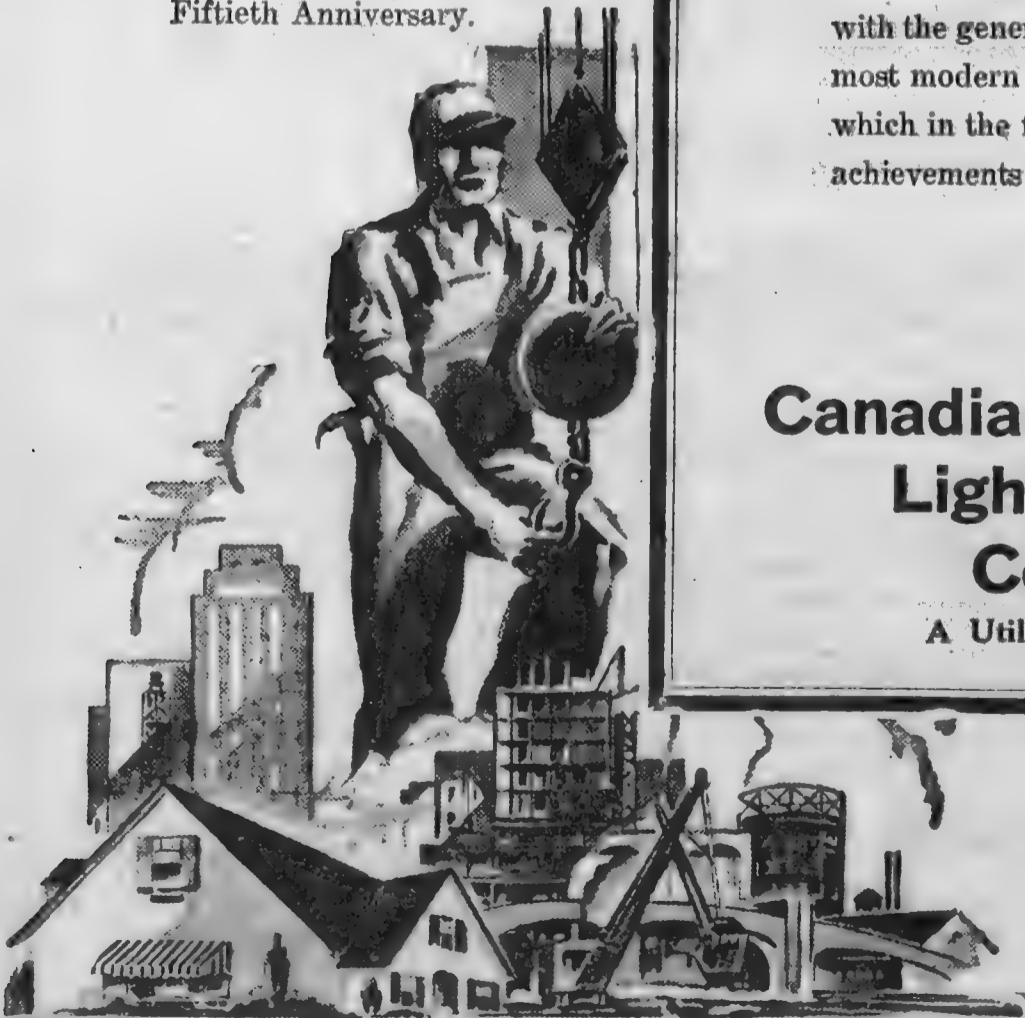
A few years ago the people of Alberta used to talk about the "Big Four" of Alberta ranching. These were Pat Burns, A. E. Cross,

George Lane, and Hon. Archie McLean. With the turn of the century entered a new figure who loomed large for many years. This was Walter Ross of Lethbridge, whose activities have been taken over by his son George, Alberta's "flying rancher", the name given to him because he pilots his own plane. Walter Ross built railways in his younger days. Early he went to Texas, and carried the steel of the Southern Pacific into San Antonio. When the Canadian Pacific Railway was building through the West to link Atlantic and Pacific, he had a number of contracts. In 1885 he came to Calgary after the Rebellion had been cleaned up, and drove from there to Macleod and on south to Cardston. The big Texas ranches of hundreds of thousands of acres had fired his imagination when he was building railroads there, and he liked the idea of becoming an Alberta rancher. Seven miles north of Cardston, on the St. Mary River near the present village of Raley, he acquired land, and established Tom Brown as manager of the Brown Ranching Co., which Mr. Ross and a couple of associates formed. The Brown ranch was for years a landmark in the Cardston country. William Oliver, then a young contractor in Lethbridge, built the first house on the Brown ranch. It was equipped with running water and even a bathroom. In 1908, Dr. A. G. Robertson, a McGill graduate, came from Sandy, Utah, where he had practiced for many years, and bought the Brown Ranch headquarters and 5000 acres east of the River, across from the Blood Reserve. Mr. Ross, after buying the ranch had left to do more railway building in those days when new lines were being projected into all parts of the West, and did not return to stay until the turn of the century. He then

(Continued on Page 64.)

Building a City

We Extend to
The City of Lethbridge
Our Congratulations
on this its
Fiftieth Anniversary.



The soundness of a city's growth is most truly reflected through its homes—and in this respect, the City of Lethbridge can be justly proud. It has kept its homes apace with the general progress—ever alert to demand for them the most modern convenience science and industry can provide, which in the fields of heating, cooking, and refrigeration are achievements of Natural Gas.

The
**Canadian Western Natural Gas,
Light, Heat and Power
Company, Limited**

A Utility Devoted to Good Public Service

Early Cowmen of Southeast Range

(Continued From Page 63.)

took over active management of his property. Their cattle brand was BR. Mr. Brown had established the wineglass brand for horses. Mr. Ross sought wider ranges and turned his eyes along the Milk River country in the southeast.

Jim Wallace

In the meantime, J. H. "Jim" Wallace and brothers Steve and Bob had come along near the end of the century, driving a bunch of cattle from Oregon across the mountains and north through Montana, entering Alberta at Whiskey Gap, south of Cardston. Jim Wallace built a log house near the boundary and started up his outfit, working with the Ross and Brown outfit in the round-up. He too looked to the southeast and began running cattle out towards the Cypress and Sweet Grass Hills. Eventually towards the end of the first decade of the present century, Jim Wallace and Walter Ross threw in together and became one of the really big outfits in Southern Alberta. They controlled half a million acres of lease in South Alberta and southwestern Saskatchewan. The Lethbridge-Weyburn branch of the C. P. R. crossed their lease, and they had their own loading station. At one time it was said they were offered nearly a million dollars for their cattle. They shipped cattle on both sides of the line to the Chicago and other U.S. markets, and during the war got tremendous prices. Their calf crop yearly ran into the thousands of head. The bad winter of 1919-20 and the post-war slump in cattle prices which came in the same year, caught them. Eventually they split up the partnership, and Mr. Wallace died not many years after. Mr. Ross turned over the active management of the ranch to his son. A smaller number of cattle were run, and some of the big leases were dropped. Today George Ross has some 28 miles of waterfront range along the Milk River in the St. Kilda district east of the town of Milk River. Mack Higdon, the Gilchrist

Brothers and a number of others in the extreme southeast of Alberta now are ranching on former Wallace and Ross leases.

In those palmy days before and at the beginning of the war, there were a number of fine ranches in the southeast of Alberta, mostly owned by men who made Medicine Hat their headquarters. We have told about Hooper and Huckvale along Manyberries Creek. There were the Mitchells of Medicine Hat, and two sons, Johnny and Jim are now operating the old LA brand. J. H. Spencer of Medicine Hat also ran an outfit with the PS brand, while the Spencer Bros. had the L5L outfit east of Coultas.

Tony Day

One of the famous Medicine Hat ranches was the Tony Day outfit. A. J. Day came from Texas, and at one time he ran some 10,000 head of cattle in the Medicine Hat country. Thousands of head were lost in the hard winter of 1906-07. A son, Ad Day, carried on ranching at Medicine Hat for some years later, and in 1918 was associated with Ray Knight of Lethbridge in staging the Knight and Day stampede at the Lethbridge fair. The Day brand was a reverse F on a "northwest-southeast slant."

The Jas. Hargrave family is one of the oldest in Medicine Hat. Mr. Hargrave was a rancher who ran cattle under the JH and JHA monogram brands. The Hargrave and Sissons outfit operated in the Walsh district in the Cypress Hills, with the S iron on their cattle. When vented this brand made the dollar sign. Col F. O. Sissons was the active head of this ranching partnership.

Back before 1900 the Stapleton Bros. ran cattle with the Cotterpin 4 iron, in the Macleod district. One of them is still ranching near Empress on the Red Deer river north of Medicine Hat.

The old brand book also tells us that John D. Beatty and Sons ranched in the Sand Hills near Walsh in the southeast country, running 5R cattle. Alex Middleton

A FIGURE IN THE RANGE COUNTRY



RAY KNIGHT

Who came with his father, Jesse Knight, to South Alberta and established the famous Bar-K-2-ranches south of Lethbridge.

with Dunmore as his address ran cattle with an inverted 73 brand, claimed the Cypress Hills range, and ran cattle branded 76 on the

left rump. D. H. Andrews was the manager. The Maple Creek and Medicine Hat ranchers seemed to be a clan of their own, and were more closely associated than with ranchers in the Lethbridge, Macleod or Calgary areas. Dixon Bros., John and Chester, were among the earliest ranchers and merchants of the Maple Creek country, and ran cattle under half a dozen brands including T5 and L-J, with DB the horse brand. Dr. Dixon, range veterinarian and rancher in the southeast country is a son of the Chester Dixon family. Mrs. S. J. Shepherd of Lethbridge is a daughter of John Dixon.

Harry L. Tweed of Medicine Hat was another who was interested in ranching. He was the city's first merchant. He ran the H5X brand.

Swinging northeast from Medicine Hat, the Gleichen country was at one time one of the great range cattle areas. Here Gordon, Ironsides and Fares, who later ran some 10,000 head on the Blood Reserve with Mr. Nash as foreman, ran their two bar quarter circle herd in the Wintering Hills. E. A. Wyndham ran cattle with the chair brand. John Clark, Jr., also ran cattle at Gleichen under the JC brand. John Dafoe was in this range with his A9 cattle and Lazy S bar horses.

Paddy Hassen

Getting closer to the home range once more, we learn that Paddy Hassen, a name to conjure with in the old days, was a horse rancher of note, who sold many head to the Mounted Police in the early days of the force. He was an Indian trader in the earlier days. Later he settled along the Pot-hole where the George Russell place now is. He ran about 1000 head of horses in the Blood Reserve-Kipp Coulee range and in the Sweet Grass Hills. Paddy had been educated for the priesthood but had turned to trading and ranching. His brand was EH.

Sandy McNab ranched on the river north of the Dave Akers place at Fort Whoop-up. His brand

THE MACARONI BUSINESS

An Important Unit in the Industrial Life of the City of Lethbridge.

—founded, in 1913, by Mr. C. Marinaro, to whom must go the credit of originating the idea of making macaroni where the wheat was grown.

Two years later, Mr. Italo Rader, at present manager of the Vancouver branch of the Catelli Company, took over control. Mr. Rader shipped great quantities of macaroni to the Allied troops in spite of lower prices and inferior goods being supplied by other sources. The army dieticians recognized the high nutritive value of macaroni made from No. 1 Alberta wheat.

In a Canadian-wide consolidation, in 1928, the Columbia Macaroni Co. became an important unit in the Catelli Macaroni Products Corporation Ltd.

SOUTHERN ALBERTA WHEAT PRODUCES THE FINEST MACARONI IN THE WORLD

We purchase in Alberta raw materials sufficient to produce 1,500,000 boxes of macaroni annually.

Bigger and better than ever, this Lethbridge industry continues to turn out the finest quality macaroni, which finds a ready market in the Eastern portion of British Columbia and the two Western prairie provinces.

SUPPORT AN ALBERTA INDUSTRY WITH YOUR PATRONAGE

THE QUALITY IS SUPERB.

THE PRICES ARE REASONABLE

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LETHBRIDGE, ALBERTA.

THE LARGEST MACARONI MANUFACTURERS IN THE BRITISH EMPIRE

MONTREAL

TORONTO

ST. CATHERINES

WINNIPEG

VANCOUVER

Dave Akers and Tom Purcell

was the A. He was one of the real old timers.

Dave Akers was an Indian trader in the days when George Houk was in his prime. Police came along and the buffalo ran out, Akers stayed and did some ranching, and raised a fine garden in the enclosure of the old fort. Akers looked like the picture of Uncle Sam, a tall spare man with a goatee type of beard. Early in his ranching enterprise, Akers and Tom Purcell, a former whiskey smuggler, were partners. They split up, and later Purcell went in with George Baldwin who owned the Double Square brand. There was bad blood between Purcell and Akers. Purcell was a gun toter. One day in an altercation over division of the partnership's cattle and horses, in Purcell's corral, Purcell shot Akers, killing him. Through the case put up by a young lawyer, Purcell got off with three years in penitentiary.

Bill Fixley was another rancher in the immediate vicinity of Lethbridge. He rode for Hod Main, but eventually started for himself across the Little Bow. He sold out to the Circle, and came to the Eight Mile Lake range. His brand was the bridge.

Two Lethbridge boys, W. H. and L. S. Ripley, sons of Robert Ripley, former homestead inspector, ranched on the Little Bow north-east of the city. They ran a Lazy Y brand that looked like a down-east bootjack, on their horses, and their cattle brand was 5PU.

Over on the Island at Macleod, where the Police first established Paddy Gallagher was one of the first ranchers, and well known to everyone because his wife made butter and sold to the police.

Ex-Mounted Police

Joe McFarlane was an ex-Policeman who took up ranching east of Macleod. He married in 1877 at Fort Whoop-up, Martha Sheran, sister of Nick Sheran, discoverer of the coal seam at Lethbridge and Alberta's first coal miner. He had the JO brand. Another former Policeman was W.

F. "Bill" Parker, one of the originals, whose range was along-side, McFarlane's. He had the 2 brand.

Bell and Robert Patterson of Macleod, the latter one time M. L. A. for Macleod, near Slideout, another of the old Indian trading forts of song and story, south of Macleod, were two former Police who made quite a success of ranching. Their brand was BP.

The Robert McNabbs, who came in '83, ran cattle south of Macleod, and Billy, George and Bob are still there.

Down Cardston way, the Woolfs were early ranchers Johnny W. Woolf was the owner of the Bar Heart brand, the bar being inside the heart. He was the first M.L.A. for the Cardston provincial constituency, and later went back to U.S. Walter H. Caldwell of Cardston, ran his cattle in the Mountain View district and had the cloverleaf or trefoll brand. Caldwell is named after him. The Eldridge Bros. Livestock Co. ran cattle and horses south of Woolford with the 5C and 7 reverse E brands.

Knights and McIntyre

One of the big outfits established just after the turn of the century was the Knight Sugar Co. Interested in South Alberta land by C. A. Magrath of the Alberta Railway and Irrigation Co., Jesse Knight, a wealthy Utah miner and rancher, came to South Alberta and within a couple of years had purchased more than a hundred thousand acres of land, some of it on the Ridge just east of Cardston, and some south of Raymond. His son, Raymond Knight, accompanied him, and the town of Raymond was named after him. They established some 8000 cattle and 54,000 sheep on their range land, this being one of the first big sheep ranches in South Alberta, now the leading sheep ranching area in Canada, with some 300,000 head of range sheep recorded. The Knights ran the Bar K2 and the K2 bar brands on their cattle. The Knight ranch

is still a big institution in the country south of Raymond.

The McIntyre ranch, south of Magrath on the Milk River Ridge, is another of the big spreads in the south. It was not one of the earliest ranches. W. H. "Billy" McIntyre is now the owner. It was established in 1895 by his father

William H. McIntyre of Salt Lake City, who bought three townships of land and leased three townships, making nearly 140,000 acres in a block bordering on the U.S. boundary and watered by the Milk River. The lease was home-steaded back about 1912, and some of the freehold land was sold in

1917 and 1918, but the McIntyre ranch still consists of 50,000 acres of the finest range land in South Alberta, all freehold property. The cattle brand is the IHL iron. The McIntyre herd of Herefords is one of the finest in Canada. Many of the

(Continued on Page 66.)

... Sport of Kings and Princes ...

(By FRED A. GRAHAM BUNDY)

It is not generally known that this game which is today so popular in American society and which is so often a sport of the very wealthy, was introduced into the North American continent by E. M. Wilmot of the Alberta Ranch Company. Southern Alberta saw the birth of the infant polo and watched it grow into a rugged young giant that went out and conquered everything in the field of such sport.

Returning from England in 1883, Mr. Wilmot brought with him polo sticks and balls—the first on this continent. The game had been introduced into England in 1872 by a young British cavalry officer who had learned the game in India. The game had been played in Asia as early as the eighth century.

Upon the return of Mr. Wilmot from England, a polo team was formed in Pincher Creek. But it was Kennington, who in 1895 formed the nucleus of what was later referred to as one of the best polo aggregations in the world. He organized the North Fork polo team and it consisted of Milvain, Humphrey, Smith and himself. The river bottom at Kennington's ranch was the practice ground.

Later, Harry Gunn took the place of Humphrey and earned the reputation of being one of the best polo players in Western Canada. It was not long before teams were organized at Cowley,

Pincher Creek, Macleod, High River and Cochrane, in addition to the North Fork team.

In the fall of each year, a gymkhana was held at the Kennington ranch and polo fans came riding from every part of the country to witness the event. This, with the dance which followed, was the social event of the season.

The color and glamor of this game which requires such superb horsemanship, captured the hearts of Westerners. The dashing speed of the ponies, the daring skill of the riders fascinated all lovers of sport and teams were formed in Winnipeg, Portland, Spokane, as well as in many smaller cities and towns.

In 1905 the North Fork team travelled to Winnipeg and played their first big game of polo. It may have been that these sturdy little ponies that were raised in the invigorating air of the foothills, may have had more stamina or perchance the riders who had such broad stretches of open prairie to dash over, may have developed a greater skill of horsemanship, but whatever may have been the explanation, one truth was acknowledged and that was that the North Fork team of Connelly, Gunn, Burn and Evans, was an almost unconquerable aggregation.

In proof of this, they journeyed to Winnipeg in 1912 and won six games in succession and brought home all the silverware, including

the Chipman cup and the Winterton cup.

In 1913 they entered the tournament at Spokane for the championship of North America. They won through to the finals for the Lane trophy but lost out by one-quarter of a point.

By this time the country had gone "polo mad". Wealthy young sons of wealthier fathers, had their "strings of polo ponies" with grooms in attendance, one for every four horses. Palace horse-cars transported these pampered beasts and their grooms from one tournament to another.

The North Fork polo team had their "string" of ponies—17 in all with one man in attendance and yet, stripped of all costly trappings, this team of A1 riders—honest—to-goodness ranchers, brought home the greatest glory of all—the famous Lane International trophy in 1919. On this occasion Gunn could not go and Jack Graham took his place.

"One of the best polo aggregations in the world," is the statement made by a competent judge of the game, in Winnipeg, of the famous North Fork team.

It is now one of the glamorous features of a glamorous past, but the skilful horsemen who composed this famous team are still ranching in the beautiful foothills of the Rocky Mountains in Southern Alberta.

Jimmie Milvain, Rollo Burn, Harry Gunn, Bert Connelly and Jack Graham—superb horsemen and sportsmen—all!

Our two Lethbridge plants, covering three acres of glass.

FRACHE BROTHERS, Ltd.

Florists To Lethbridge And District

THE history of Lethbridge from the pioneer days of its founding till the present time is a history of a continued progress in agriculture, education and orderly government.

FLOWERS

SENT BY WIRE
TO ANY PLACE
IN THE
WORLD

To this progress we have made our modest contribution. In 1910 we started with one greenhouse, to which we have continually added until we now have 19 houses or three acres under glass covering a fully modern plant, consuming 2500 tons of Lethbridge coal annually, equipped with the latest heating and sprinkling systems to supply the citizens of Lethbridge and the surrounding districts with quality flowers and plants at the lowest possible prices.

Fresh Cut FLOWERS

AND
Potted Plants
FOR EVERY
OCCASION

Through lean years and good years we have steadfastly held to our principles of unfailing service and reliability, that our customers may have the very best it is possible to produce. We hope that in the future, as in the past, our efforts may continue to merit your approval and patronage.

WE INVITE YOU TO COME TO LETHBRIDGE AND JOIN WITH US
IN THE EXHIBITION AND JUBILEE CELEBRATIONS.

Pincher Creek, Cradle of Ranching

(Continued From Page 65.)

animals are purebreds, and McIntyre carlot steers have on numerous occasions carried off the firsts at Toronto Royal. McIntyre bulls are always in demand, having also won widely at Chicago International and Toronto Royal.

Around Pincher Creek

It is when one turns to the foothills district around Pincher that one comes across the brands of some of the most colorful of the old time ranchers. Generally, the foothills country was one of small ranchers. Many of the men who had finished out their time with the Mounted Police looked to the foothill country with its splendid grass and plentiful water supply as the place to establish their outfits in the ranching game. The brand book abounds in the brands of these men. Lochie Bell had the double anchor iron. The A. H. Lynch-Stauntons ran cattle and horses with the V Bar and Square Circle or the Square O, the O being within the square. The Thomas Sharpes west of Pincher Creek had the TS brand. Mr. Justice Ives' father, George Ives, was located west of Pincher Creek, and "Billy", as he was then known, was a well known rider and roper before he took up law and established a legal practice in Leth-

bridge. May, Bruneau and Staunton was a partnership ranching concern with the quarter circle F brand. The Levasseurs had the Y brand. The Cyr family, long established in Pincher Creek district, had a great number of brands of early vintage. Alphonse Mongeon had the U5, and Jos. Mongeon the MG monogram. The Lagrandeurs had the reverse 6L, and the 3Y quarter circle, and were noted as famous riders. Emory Lagrandeur was at one time Alberta's riding champion and died only a few months ago. W. J. Hyde of Pincher Creek and Macleod had the H brand for cattle, on the right shoulder.

Back Home Again

In the immediate vicinity of Macleod one of the first ranches was that of Capt. John Bryant, brother of Capt. Nicholas Bryant. The latter, with Wm. Stafford, had prospected South Alberta for coal seams, following instructions from Sir Alexander Galt and Elliott T. Galt, who had examined the Sherman seam in 1879. John Bryant was running from 250 to 400 cattle along Willow Creek. His brand is not recorded.

Ed McKenzie, an 85-er, ranching early in the vicinity of Lethbridge. He ran the reverse E, quarter circle, on the left shoulder of his cattle. Later, he developed one of the finest irrigated farms northeast of the city. He is now living retired in Lethbridge.

W. J. Arrowsmith still living at Turin, came in around 1885, and his brand is shown as 2F, monogram.

Johnny Wright is another colorful old-time South Alberta rancher who will meet many former range men during the Jubilee. Mr. Wright came to this country from Missouri in the eighties. He rode for a while at Pincher Creek, and then for the Circle on the Little Bow. When the Circle sold out he established his own ranch in the Little Bow country. Today he is ranching on the Oldman River south of Monarch, his buildings being along the highway near the traffic bridge there.

This story is a lot like Tennyson's Brook. It threatens to run on forever. Unfortunately we cannot mention all the men and all the brands who made ranching Southern Alberta's top industry until wheat raising superseded it, starting in earnest about 1906. We have ambled across South Alberta and back again, around Lethbridge and around again. We have referred to that brand book a thousand times. There must be 50,000 brands in it. The names of Lethbridge, Medicine Hat, Walsh, Maple Creek, Gleichen, Macleod, Coutts, Cardston, Pin Creek, Cowley, Nanton, High River, Millarville, Calgary, Cochrane, appear so often that one gets lost in its mazes. It is one of the most interesting books we have seen. It's a link with the past, and an invaluable record. We hope the Lethbridge Historical Society can get a copy for the city's archives. There are the names of a lot of Lethbridge business and professional men in it who, in the early days did a little ranching as diversification. There's C. A. Magrath, he's probably forgotten that he once owned a brand; T. F. Kirkham, who had a Y with a bar through the down stroke;

1885 RANCHER



WALTER ROSS

Famed as a railway builder in his younger days, who established the Brown Ranch on the St. Mary River just north of Cardston in 1885, and who, before his retirement from active participation in the operation of his ranches, at one time ran thousands of head of cattle on hundreds of thousands of acres of lease in south-eastern Alberta.

his son Stan, brands his golf clubs with it yet; Ives, Nash and Conybeare once had a brand in partnership; H. J. A. Evans was a gentleman rancher who sported the A. E. monogram; J. D. Higginbotham sported a very classy brand, a Scotch thistle with three blooms; E. T. Saunders, publisher of the Lethbridge News, the city's first newspaper, boasted the Triangle S, with the S inside the triangle; Jas. Paden sported the

EAST AND WEST

The woods are filled with blossoms,

The orchard slopes are pink,
The irises and buttercups
Stand near the water's brink,
The soft grey sky stoops lovingly,
The people's tones are kind,
But a voice is calling, calling,
On the warm West wind,

And there's whistles I'm longing,
longing,
For the skies and prairie wide,
For the wind among the grasses
Waving down the foothills' side.

The stars shine bright and steady,

The moon sails white and chill,
The silvery clouds are sleeping,
And all the world is still,
But my heart is turning Westward
And I'll sure be going soon
To the wind-blown grass and
roses
Underneath the prairie moon.

The East is very lovely,
A land in which to rest
But, if your heart's a vagabond
Its home is in the West.
—MARGARET L. BENTLEY.

clay pipe brand; Mike Malloy was really a cowman with the square cross brand, and ranged in the Little Bow country; Anthony Bruchet ran an iron in the shape of a star; the Irrigation company had a squat triangle quarter-circle; Charlie Ross had one that looked like three cross-arms on a telegraph line; J. W. Turner had an arrowhead anchor; N. Wallwork had the wineglass; Hagell Bros. had the three links; William Harris ran the hand iron; Robert Gillis worked his with a cup; Arthur Cave's was a cat; Dr. Mewburn didn't have a brand though he always rode a gray or buckskin cantering pony; Adam Link had the YL; O. H. Bredin the YH; Bowser Bros. the Y with a hook on the bottom; W. H. Morris the quarter circle Y; J. W. Curry, the XIX; and so on; it seemed the mark of having got past the tenderfoot stage to own a brand in those early days, and the brand book is proof thereof. We would like to go on mentioning those old names, for to the Old Timers each name must recall a tale. We have tried to cover the highlights of those early ranching days; we know we have overlooked some who played a big part in the development, but we hope that in the reading of this you will have caught something of the color and the glamor of those days following the disappearance of the buffalo; those carefree days which caused young men to leave home and lay the foundations of a new empire in the West.

—1885—1935—

Many years ago, Maclean's Magazine called us "Lethbridge, the City of Sunshine", there being more hours of bright sunshine than in any other city in Canada.

OWNS IXL



W. H. MCINTYRE

Who today operates a 60,000-acre ranch along the Milk River Ridge. The ranch was established by his father many years ago.

Manfred Freeman, who was for many years connected with Lethbridge's electrical utility, first as manager of the Lethbridge electrical company and later as the city's commissioner of public utilities, came west in 1882, took up a farm 150 miles west of Brandon, went into the mercantile business of Sherlock and Freeman in 1886, and in 1890 came to Lethbridge when the same firm established here. He was one of the original promoters of the Lethbridge Waterworks and Electric Light company. Mr. Freeman is now living in Stettler with his daughter, Katherine, wife of Dr. Frank Galbraith.

WAS IT MURDER OR INDIAN WARFARE?

(By Wm. OLIVER.)

Early in October, 1886, there arrived in the coal hamlet of Lethbridge four young men engaged in Regina to help in the erection of several frame buildings on the Blood Indian Reserve south of Macleod. Their names were Jack Ramsey, Tom Cullum, Russ Purdy, Wm. Oliver. After getting located in a small slab shack waiting for the lumber to arrive for these buildings, they decided to go on a prospecting trip along the river bottom looking for wild fruit or anything that would be interesting to newcomers.

This trip was taken on what is now Stafford's Bottom, and after a long uninteresting hike through brush and trees they suddenly came unexpectedly on five human skeletons lying in the sand. The skeletons were no doubt Indians and had been killed where they lay inside of a teepee. Two of the skulls had lead slugs embedded in them and two flint-lock muskets, with the stocks rotted away, were lying half buried in the sand.

The teepee had evidently been blown down some time after. The poles and remnants of covering for them were lying untouched, and from the position of the skeletons they had never been molested even by wild animals. Four of the skeletons were adults, the fifth was a child half-grown. They all lay with their heads outwards from a center and none of the bones had any flesh or other covering attached to them. From the look of the bones they had been dead for at least fifteen years and had probably never been seen by anyone until our discovery. We were not inclined to investigate very closely and when Purdy mentioned smallpox we all beat it and never went back. Nor did we ever report our find to anyone in authority.

US and 'HOT AIR'

When we say "hot air" we don't mean the kind usually associated with political campaigns. We mean it literally; it is our BUSINESS.

For the past 17 years we have helped to keep Lethbridge citizens warm by installing the best in hot air heating equipment. Ask the old timers—they know!

FREEEL

"THE HOT AIR MAN"

412 FOURTH AVENUE S.

LETHBRIDGE

CORDIAL CONGRATULATIONS

WE CORDIALLY send our kindest congratulations to the City of Lethbridge on the attainment of its 50th Birthday and Golden Jubilee.

The romantic story of Lethbridge's progress from the tiny frontier settlement of 1885 to the busy,

modern centre of today, is a notable event in the colorful history of Western Canada.

The early settlers of this City had a faith in the future. This, backed by their courage and energy, has been more than justified.

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Diary of a Mountie, from 1880 to '85

FORT WALSH IN THE CYPRESS HILLS

Not many of the early day Mounted Police kept a diary. W. H. Cox did. Const. Cox enlisted in Ottawa in 1880. For two terms of enlistment of three years each he remained with the famous force, in the years before Lethbridge was and when it was just beginning to take shape under the hands of the Galt as the first commercial coal mining industry centre in Alberta.

Last year a member of the Herald staff visited Mr. and Mrs. Cox at their ranch near Spring Point in the Porcupine Hills, and there read Mr. Cox's diary. So interesting was the life of a Mounted Policeman of the early eighties as portrayed in the diary, we asked permission to use it in the Herald's Jubilee Edition. Mr. Cox is known to many old timers of the force as "Colonel" and he tells why in his story. Here it is:

(By W. H. COX)

1880

Left Ottawa August the 12th to meet at Sarnia, in company with other recruits for the North West Mounted Police, our destination being Fort Walshe. Left Sarnia on boat for Duluth, head of Lake Superior. Then took train for the Missouri River, there to take a boat for a fourteen-hundred mile trip up the Missouri River to Fort Benton, Montana, the head of navigation; then by horse team across the prairie to Fort Walshe, two hundred and some miles. This horse outfit was twenty horse teams and three wagons, one trailing behind the other. The troop was in camp, a four-mile coulee, four miles outside of Fort Walshe, on account of "mountain fever" as it was called; otherwise I think Malarial Typhoid, medical men called it. The whole garrison had been moved out under canvas till they made a clean-up in the barracks, white-washing and so on, and smudging the rooms with sulphur to get the germs out. Fort Walshe was low down in the bottom of Battle Creek. Not a very healthy position on account of low ground. Captain Clarke, the adjutant, died shortly after our arrival, and had a big military funeral. This was the last military duty that Major Walker of Calgary, performed before he left the Police force. He was in charge of the firing party, went on leave, and never came back as a policeman. We stayed in this camp until October, well on in October; frost on the lakes and creeks before we went into barracks. No more sickness after that. Evidently we smudged it out, or froze it out or something. An incident happened about this time. A small Cree Indian band, at Old Man On His Back, south and east of Fort Walshe, were camped there, buffalo hunting. About twelve or fifteen in the party, when a Crow war party came on the camp, and without making any enquiries (they thought they were at a Sioux camp and that they had stolen some horses from them) opened fire on this Cree camp, and killed everybody in it except one boy, and he was badly wounded, not able to crawl or anything. A half breed found him and came in and reported. A party was sent out to bring any in if alive, and if not, to bury them and the others. Their tents were riddled with bullets. Even the lodge poles were all splintered and split. And this boy, badly wounded, had to have a leg amputated. The late



After Col. Macleod had firmly established the North West Mounted Police at Fort Macleod in 1874, his very first task was to send a detachment to the Cypress Hills, southeast of Medicine Hat, to establish a second post. This was done in 1875, and Fort Walsh was the result. Fort Walsh played an important part in checking American fur traders who had for several years been trading with the Assiniboine and Cree Indians in the Cypress Hills, and also in dealing with Sitting Bull and his

Dr. Kennedy of Macleod performed the operation, which was successful. There was no telegraph, post office or telephone to have communication with the east unless we went over to the military telegraph in the United States. Nearest point was Fort Assinibola, Montana, where a military telegraph line was in operation. Trips had to be made into Fort Assinibola to get into communication with the east. At this time Sitting Bull and all his outfit, fresh from the Custer massacre, were on the Canadian side of the line. The United States authorities were anxious to get them back; whereas the Canadian authorities were anxious to get them out. Many councils were being held from time to time and General Miles came out with a party to negotiate a fresh treaty and get them back, likewise a bishop (I can't think of his name) and some squaw men who were supposed to have influence with the Sioux, but none of them were able to persuade them to go back for five or six years. These councils were going on all the time, trying to get them over. Consequently many trips had to be made to get in touch with the east by telegraph. Fort Assinibola was only eighty miles from Fort Walshe and our nearest post office. The mail came once a week, carried by a Cree Indian named Joe Tanner. American stamps had to be used as we had no post office. This was purely a police mail. These stamps often sold at a premium if there was a shortage, a man often paying twenty-five or fifty cents for a three-cent stamp.

1881

In March, 1881, Colonel Irvine, the Commissioner, Major Cotton, the adjutant, Constable Mountain, Corporal Molron, Constables Armer, Foquier, Zwicker and Lemey, and Guide Louis LeVal left Fort Walsh with a bob sleigh and four horses, the other men being mounted on their saddle horses as escort. Destination, Wood Mountain, with ten days' rations. Owing to deep snow and many portages through the deep snow, we had to leave our bob sled at east end post. This was at the east end of the Cypress Hills, not far from where Swift Current heads, where we met some half-breed traders, one named Fisher, several men with him who were trading with the Sioux, and abandoned our sleigh, stayed there for three days, and constructed one-horse jumpers, using the saddle horses as well as the team horses, each jumper carrying about two hundred and fifty pounds and the man who was driving. No shoeing on these sleighs as constructed; all four kept wearing out. No wood in the country that we were going over. As our sleighs broke down we piled them on another sleigh for firewood for cooking purposes, until our last sleigh broke at a place called Pinto Horse Butte. By this time our horses were pretty badly worn down as the snow was deep and crusted. The officers left us in this camp and took all the horses and went on to Wood Mountain. We had no meat for three days and nothing but tea and tobacco for two days so that we were hun-

gry. A relief party should have been put out that same night or early next morning with provisions and fresh horses. Were started from the post all right but didn't get to us for two days and a half after, so by the time they got to us we were good and hungry. This party was in charge of the late Sergeant Ash who used to have a ranch out on Lee's Creek or the Saint Mary, and Kio Mora, who was guide and interpreter at Wood Mountain, was in the relief party. They brought hind quarters of buffalo and antelope and we had a royal feed, and cooked buffalo and antelope steaks till twelve o'clock that night. Finally arriving at Wood Mountain where a council was taking place, men were posted in the block house with their loaded rifles covering the main chiefs of the camp in case of disturbance which we were always looking for, with orders to kill the same if they started any trouble, but nothing happened, only talk, and the Indians didn't go over until two years after. This guide, Louis LeVal, was a famous character and well-known all over Red River and Saskatchewan. In interpreting he always used to wind up the speech, "and dat is de reason he like you so well, my dear carnell," which the boys were always mimicking.

Northern Indians escorted by

braves who had come north across the line after the Custer Massacre in Montana territory. Fort Walsh was practically abandoned after the Canadian Pacific Railway reached Medicine Hat in 1883, after which time Regina and Maple Creek came into prominence in the history of the Force. It was to Fort Walsh that Const. W. H. Cox, a recruit from Ottawa came when he joined the Force in 1880. His diary, presented herewith, reveals the life of a Mountie in those early days. Const. Cox is now a rancher at Spring Point in the Porcupines.

United States troops to boundary line. Staff Sergeant Horner and self, ordered to receive and ration them at the boundary line. We had a four-horse team, loaded with flour and bacon, dried meat and tea. Big time at Wild Horse Lake that night. The Major counting the troops was surprised that we didn't have a complete battalion of soldiers to meet these Indians. There were several battalions of them escorting them.

Indians Steal Horses

Big camp of Indians at Davies Lake. This, as near as I can remember, was about twenty miles east of Fort Walshe and probably the head waters of Swift Current Creek. Said to be about four thousand people living on suckers and gophers. No rations issued and no buffalo. Chiefs of different camps, named Big Bear, Little Pine, Little Poplar, Poor Man, Lonely Man and Piapot. These were the Cree Chiefs. The Assiniboine Chiefs were Long Lodge and Man-That-Took-The-Coat. A number of young bucks went over to Sun River to steal horses from the South Pelicans and came away with quite a bunch. They ran off some white men's horses along with the Indian horses and the white men trailed right behind them. Their names were Joe Kipp, Saul Abbot and H'y Upton. Were right behind them. These men came into Walshe and reported

that the Indians had these horses and they belonged to them. A party was ordered out immediately, were armed to the teeth, the commissioner, adjutant, and Dr. Kennedy were in the party and went to recover these horses if possible. We moved out to the Indian camp and demanded the horses. The commissioner told them that if the horses didn't come in he would take all the chiefs, take them into the barracks. Horses kept coming in all that night, but not enough to satisfy these ranchers. They had another council and the commissioner explained to them that all the horses had to be brought in. If not, they would still have to take them. So they kept on riding and brought in a few more, and they kept bringing in a few more until the fellows said they were satisfied. By the way, this Joe Kipp was the original proprietor of a trading post at the junction of the Oldman and Belly River. This place is still called Kipp after this same Joe Kipp. Well-known character, his father had been a fur trader in the early days for the American Trade Company, the Astor company, and his mother was a Mandan squaw, a sure fire-eater, would fight anything, a circular saw or a grizzly bear. We were sure looking for trouble but we didn't get it. Every man in the party made his will

(Continued on Page 68.)

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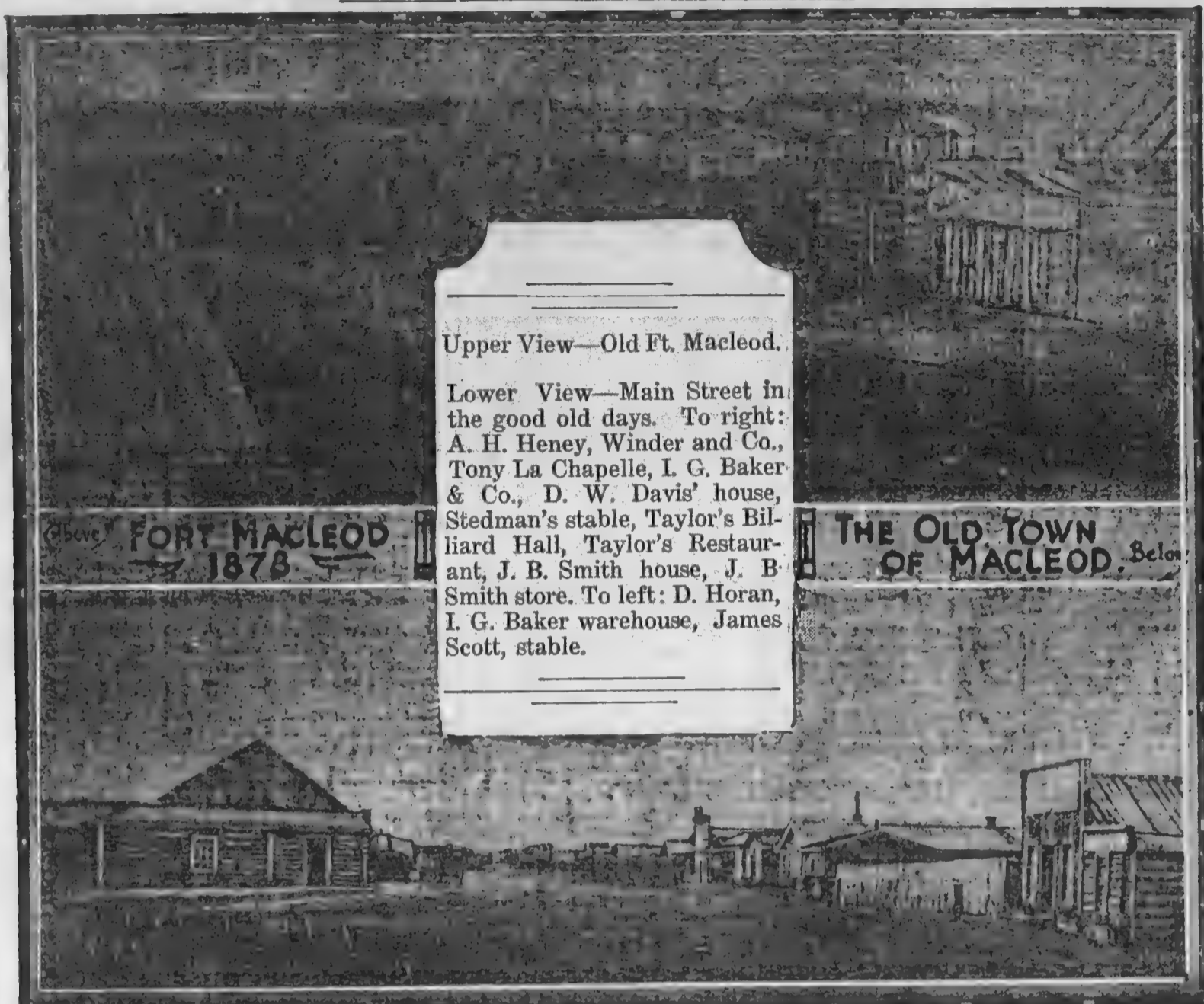
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CALGARY

ALBERTA

Chief Little Pine Is Defiant



(Continued From Page 67.) before he went away. These Indians had not taken treaty at this time outside of one or two small bands.

Recruits from the East arrived. We were all glad to see them as we had been working very, very hard. Had to stand guard every night. The Indians were mean, threatening to take things. They got no rations and they threatened to take everything and they might have done it, too, but they didn't. All provisions and ammunition were hauled to the Fort from the traders in towns. There were two traders' store in the town, one owned by I. G. Baker Company of Fort Benton, Mont., the other by T. C. Powers and Company, also of Fort Benton, Mont. Replacement in stock could only be made once a year when the boats were running usually in June so that large stocks had to be carried and they were well-stocked.

Remounts Arrive
Arrival of remounts. Remounts arrived in charge of John Herron, Charles Gudea, Constables Riddle, Knouth, Cudlip and Bell. John Herron was later member of parliament for Macleod. Charlie Gudea established a ranch after coming up here. Constable Riddle

was a veterinary surgeon and I think he is still in practice and living somewhere north of Calgary. Party started for escort. Duty, meet Lord Lorne at end of the track, C.P.R., being constructed at this time, they going by Qu'Appelle. Met the governor-general at the end of track. Last two sidings being named after two of his staff, Bagot and Chater. Another party left Fort Walshe for Battleford in command of Sergeant-Major Kirk. Transfer of I. G. Baker's store to T. C. Powers and Company, a trade for their Macleod store. Powers retaining their Fort Walshe store. Captain Edward Allen was the Indian Agent at Walshe and Jim Colvin was clerk of the Indian agency. Some well-known residents at Fort Walshe: One named Henry Mounts, who played the fiddle at dances and social gatherings; Four-Jack Bob, alias Emerson, Red Fitzpatrick, Jean Kloster, Bob McCutcheon, Bill Johnson, Bill Casey, George Anderson and Dick McKinnon.

A band of Assiniboines had taken the reserve at the head of the mountain, not far from the avenue. James English in charge. Was moved the next year to Maple Creek. Was known at Settlers'

Farm at that time. The altitude was too high to do any farming on top of the mountain. Treaty money was brought to Fort Walshe by two Indians, a chief named O-Soup and one of his followers.

Little Pine Defiant

From one of the Crooked Lake reserves in the Qu'Appelle valley went to Maple Creek in company of Commissioner, Adjutant, and Staff-Sergeant Holmes, and Constables Carruthers and Routhledge with treaty money to pay Indians. Inspector Wadsworth of the Indian Department was there. In the first council held with the Indians, Little Pine spit in his face. Told him he wouldn't have anything to do with him. That they were warriors and they would talk to warriors, that is, the police. Paid the money out and then returned to Fort Walshe. Big Sun Dance at the massacre grounds, four miles down the creek from the Fort. This was said to be the scene of a big killing of Indians by a lot of traders. Was also the race track used for trying out horses. A large party of Blackfeet escorted by United States troops to boundary. Rations of meat and flour went out to them, and went on their way west to the reserves on Belly River and Bow River. Started to Fort Macleod with a lot of horses and treaty money for the Blackfeet, Bloods and Peigans. Went over the Divide, west through the avenue, and down to Medicine Lodge coulee where the old sun lodges were still standing. Big Sandy, Little Sandy, Bull's Head, Chin Coulee, Daly's Wells and Whoop-up. Met two great characters at Whoop-up, Dave Akers, who owned the place or was holding it for the owner, and Yeast Powder Bill. Saw the artillery that the Police had hauled, four guns and two mortars, from Dufferin, Manitoba, but killed half their horses at it. A small three-pound gun stood in the bastion, and this was the arm outside the rifles that they had at this post. This same gun stood as an ornament on Tom Curry's lawn at Lethbridge. Before this, Major Crozier, with Staff Sergeant Morris, Constables DeRinzie, Cotter and Watson, who had been transferred from Wood Mountain to Macleod, arrived at Walshe en route.

The Bishop

At the same time we had a visit from His Lordship the Bishop of Saskatchewan, and Archdeacon McKay, who was also on his way

to Macleod, held a church service and all half-breed children in the settlement were christened at this time. His Lordship travelled with Major Crozier to Macleod. They tell a yarn on Tom Watson that runs like this: Watson, you must always say, "Yes, my Lord." "No, my Lord, "Yes your Lordship," and so on. Tom was cooking on the trip. When breakfast was ready he gave the usual call, but his lordship didn't show up. In the meantime Major Crozier and the Archdeacon were walking up and down waiting on the Bishop, wagons all packed and tents down ready to move; still no Bishop, and they told Watson to go and call them again, and just as Watson came to the tent the Bishop popped his head up. Had scared Tom, but he stood at attention, saluted and said, "Breakfast is ready, your holiness." Poor old Tom never got away from this story. Everybody would salute him and say, "Breakfast is ready, your

holiness." They arrived at Macleod, stayed there for a week or so, then on to Calgary. One evening after supper, almost dark as we crossed the river Constable Beets on the lead with a buckboard to guide, camped at the Leavings that night. In camp about midnight. This is just a little north of Claresholm. The reason for the name is that is where in going North you left Willow Creek, hence the Leavings. Did not see anything of the country between Macleod and there, but knew it was a nice level country. Never struck a hill after leaving the mouth of Willow Creek, nor a stone on the trail apparently. Nice going. Not a house or soul between Macleod and High River. Here we struck Old Man Livingstone, Tom Lynch, Lafayette French and Piskan Munroe, and no more till we came to Fish Creek. Here old John Gland, an old 29 miner, had married a half-breed woman and taken up a

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Painkiller Cocktails at a Dance

farm. He sure had a fine crop growing when I saw it. As we crossed the Elbow coming into Calgary could see some excitement at Baker's store. A man was following an Indian horse-back, both whipping and spurring as hard as they could go. The crowd was watching it. Turned out to be Bill Smith, an old policeman, who had left his horse tied to the rack while he went in to buy a plug of tobacco. A Sarcee Indian who fancied the horse, jumped into the saddle and rode the horse away. Bill saw what was taking place. He jumped on to another horse and took after him. When he reached the Indian the Indian swung a rifle on him and told him to go back, which he did. The boys were joshing him about letting an Indian run a bluff on him, and he explained there was nothing else to do. He said, "I would have exchanged weapons with him and made him turn back, but all the weapon I had was a plug of tobacco."

Painkiller Cocktails

The next night we were all invited to a dance given by Tom Lynch to celebrate his return from Oregon with a bunch of horses. Jim Barris played the fiddle. It was held at Baptiste Roundville's house. The painkiller cocktails were mixed in a wash tub. Everybody seemed to enjoy it but me. It reminded me of my infancy and sore throat. Corporal Tom LeNause from Macleod with mail and dispatches. Just fed his horse and grabbed a fishing rod and creel and struck out for the river. Did not get back till supper and had a big basket of trout. A sure sport was Tom. The Police among the news. One of the chats of these news dispatches was the police herd of breeding mares and colts had been run off from Pincher Creek by horse thieves, and that Sergeant Spicer, Inspector Shurtliffe were in charge of farm. He and Sergeant Spicer with Baptiste Bone, Billy Gladstone went riding pretty hard after them. Several young colts and mares were found dead on the trail. They kept after them and picking the most of them up in the Bear Paw Mountains where the horse thieves had abandoned them after the sheriffs and Mounted Police had gone after them. Fort Assiniboine is at the foot of these mountains. This is where the ——— made their last stand before crossing the boundary line in their war with the United States troops. The rifle pits were still standing there or were when I was there. The ——— could still be seen.

Corporal Wood arrived in Calgary to report escort across Red Deer below the old crossing. Did not get the oats he was holding there for them. Burke and Wild two ex-policemen from Battleford, on their way south to buy cattle, also Mr. Barker of the Hudson's Bay Company who was also on his way to buy cattle to take up to Peace River for the Hudson's Bay Company. These men left for the south. We left Calgary about this time for Blackfeet. Crossing with fresh horses for an escort party. Met them near where Glenchen is now.

Treaty Money

Returned to Macleod. Met Jim Potts at cutbanks of Willow Creek. His brother-in-law, a Peigan Indian, was with him. This Indian's name was Takes Gun Last. He used to have a big bunch of horses run in the Porcupine Hills, said to be at least 400 head as well as 200 head of cattle on the reserve. Quite a swell in Indian way. Arrived at Macleod. Things were humming in town as the Bloods, Peigans and some Blackfeet were being paid treaty money. A lot of them had not been paid for two or three years, and they sure had a wad of money, and put all this new money in circulation immediately. Horse and foot races were going on constantly. At this time a brother of Colonel Macleod, known as Col. Norman Macleod was the Indian agent. This was the father of N. T. Macleod, now of Lethbridge. Busy days for the boys in the barracks. Drilling and shining up the barracks, practising with big guns for the salute. A mounted parade went across the river to the mouth of Willow Creek, a gun detachment in charge of Sergeant Howe. This was a son of Joseph Howe of Halifax. A lot of civilians and cowboys also went to meet them and escort them into town and to quarters in Colonel Macleod's former house in the

barracks. A big dinner given by officers in Colonel Macleod's old quarters. Sergeant Severn mounted guard on horseback at the door like a statue with a drawn sword the same as the Lifeguards in London. Mosquitos were real bad in the evening but he never winked an eye. Donald McCauley, an old Scotch Highlander and an ex-policeman who owned a set of bagpipes, marched up and down in front of the dining room playing "The Campbells are Coming." "Cock of the North" and other such tunes, the gladness of a Scotchman's heart. A big council was held at the Blood Reserve. Dave Mills interpreter. Old Red Crow, head chief, spoke half an hour without a stop. Old Dave just saying, "Ah. Mm. Ah." This went on for a long time until the Governor-General got tired of this song Dave was singing. He said, "What does he say, interpreter?" "He says you fellows want to give him some more grub." Another quarter of an hour. The same old thing. "Ah. Mm." "What does he say, interpreter?" "Oh, same thing, want more grub." This Dave Mills was half nigger and half Indian. His English was very limited but he always said he was one of the first white men in the country. After the council the party left in charge of Major Crozier for Fort Shaw in Montana. There the escort turned back. The Governor-General got a telegram that his father was

dead and that he was the Duke of Argyll. At Macleod Colonel Herchmer and the men from Battleford stayed here for a week's rest before going home. Amongst them was Harry Nash, considered a fast sprinter. There was a Macleod man named Fog, and the way he could run a hundred yards was a caution. A match was made by Sam Donaldson of the Battleford party for fifty dollars a side, the police boys all backing Nash and losing. It was a great race for Fog. Nash was nowhere.

A Horse Race

Charles Gedus who came with Jack Herron and the police horses, bought a race horse or mare as I always thought it was called Village Maid, but in talking over the race with Norman Macleod of Lethbridge, who was in Macleod at the time, he said it was a boy. Anyway, the horse was sold to Fred Canouse, an old Indian trader and quite a sport. The fastest horse outside of Bull Whacker in the country was a black horse owned by a Peigan. The Indians would put everything they had on him and Canouse took all the money they could put up, then he put up money against robes, blankets, jewelry, any old thing. The squaws put up their beaded leggings, belts, dresses, anything they could get up money against. Canouse covered all bets. He had a ball of twine and several papers of safety pins and put his own value on the chattels and pinned

the value to them or tied them with a string, according to their value, and, my word, he had a heap up to my shoulders. Some of these dresses were all embroidered in elk teeth and beads. They just handed him over their property and he put any value on them. This horse of Canouse's was said to have won steeplechases in the east and in fast company. He got Charlie Gedus to ride as he knew the horse. The race was to be a mile flat—winning post at the barrack gate. Certain men went down the road and passed a mile and a half, giving the steeplechaser a little the best of it, as they thought. An Indian boy about twelve or fourteen years of age rode the black. They started from the scratch. The boy whipping from start to finish. We watched the race, and thought Gedus was holding back for the finish, but he never came. He gave up altogether a quarter of a mile from the post. The whites could not figure out how an Indian pony could beat a real English race horse. It may be that he was not acclimated. I heard this horse got manged the next winter and was doped with coal and somebody lit a match. The horse died, whether from mange or the burning, I don't know which. There were about forty cow punchers in town at this time, on their way back south after delivering the Cochran cattle. The first we had seen in this country all rigged up in

chaps, big hats, high-heeled boots, and spurs. They helped out with the big noise. The late Dutch Patrick and Frank Strong, had each charge of a herd.

Got The Horse

I remember Frank Strong claiming a horse that a Blood Indian was riding. It was stolen from him in Montana. The Indians were going to mob him but he kept right on leading the horse to the barracks and got the decision as to ownership. For a while I thought there would be a riot. In those days the Indians carried their rifles at all times and made their own decisions on points of law.

Started for Fort Walshe with the Commissioner and adjutant, Constable Carruthers and self. Big snow storm hit us at Bull's Head. Very heavy going. Made the head of the mountain third day. Snow very deep. Horses played out. Found a half-breed shack with a fireplace, but no door or window. Lots of wood for fire though. Got dried out. The next day got to Walshe for dinner. Two days after left for Fort Assiniboine, Montana, in company with Commissioner and adjutant. The Commissioner did telegraphing and left for the east with the adjutant. That winter I cut wood, hauled wood, and whipsawed lumber all through the winter. The engineers who were locating the Canadian Pacific Railway, Pearey's

(Continued on Page 70.)

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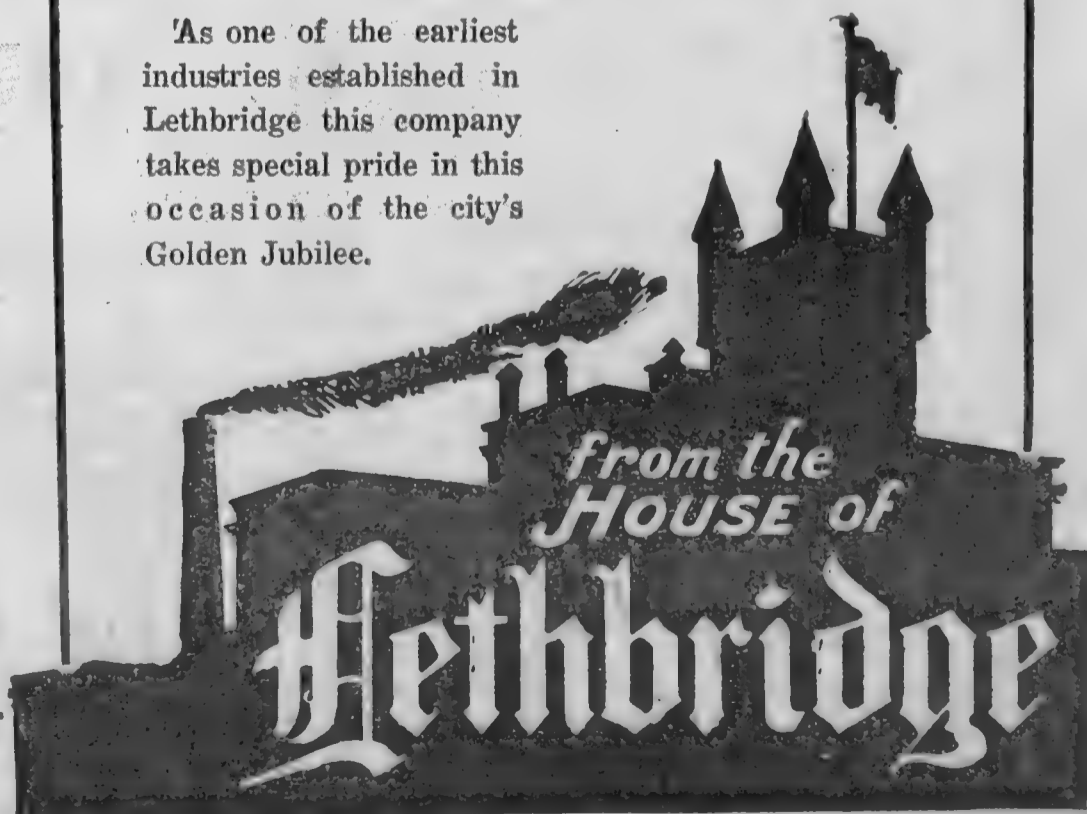
Orange Crush

Lemon Crush

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Officers of "D" and "H" Divisions, N.W.M.P. at Macleod in 1884



Back Row—Dr. Haultain, Col. Saunders, Insp. Casey, Insp. Jarvis. Centre row—Insp. Cuthbert, Insp. Norman, Supt. Col. Sam Steele, Insp. Strickland, Insp. Macdonell. Sitting—Insp. Davidson, Insp. Wroughton, Insp. Oliver.

(Continued From Page 69.)

party, wintered at Walshe after the snow got too deep. Hired Buch Renie and Bob McCutcheon to take them to Qu'Appelle with two string teams, 20 horses each, with three wagons, one behind the other. The driver of McCutcheon's team was an Assiniboine Indian, named Tom Gopher, a very good driver. The snow was deep and very cold weather when they started. Must have got through all right for I saw them next spring.

There was some trouble with the Blackfeet at Blackfoot crossing. A detachment was sent from Fort Walshe to Macleod to strengthen the force there. Mr. W. B. Pockington went with them. He was made sub-agent of Treaty 7 and located with the Blackfeet. The late Sir Cecil Denny was made agent for the treaty, also went to Fort Macleod. The Indians called him Siss-Ta-Sokas which is Indian for Beaver Coat. Col. Norman Macleod's name was Mixkin Nenahs, Money Chief in English. Mr. W. H. Pockington's name in Indian was Pesta Pikess meaning Eagle Ribs. The Indian office was located on the south side of the slough just a little north of the present cemetery. Jerry Potts, police interpreter and guide, Indian name was Kiow Couse, Bear Child. To tell about Jerry would be a long story in itself.

Marquis of Lorne

In August, 1881, the writer in company with the Commissioner of the North West Mounted Police, the Adjutant of the Police, Staff Sergeant Oliver, who was Veterinary Staff Sergeant, and five constables with some relay horses started out from Fort Walshe to meet the Marquis of Lorne and escort. The Marquis of Lorne, who was making a tour of the Territories and had a large staff, was accompanied by a number of representatives of English newspapers, representing the "London Times", "Daily Telegraph", "Daily News of London", "Illustrated Graphic of London", and "Illustrated London News." The escort was under command of the Superintendent, Lieutenant - Colonel Herchmer, and was supposed to be on the way from Battleford to Calgary, calling at the Blackfoot Crossing to hold a council with

the Blackfeet. Old Crow Foot was the head chief at that time of the Blackfoot Nation.

On the way between Fort Walshe and Fort Macleod while camped on a place on the road called Big Sandy, we could see a horseman coming who proved to be Sergeant Spicer with dispatches to the Commissioner at Walshe. He was riding a horse that was played out; we could see that for some distance. The first horse he started with played out altogether. He had met another horseman and exchanged horses with him. This horse had a long tail, while ours were all banged. It took us a long time to figure out it was a policeman on account of the long-tailed horse. Dispatches were delivered to the Commissioner; others had to be delivered at Fort Walshe, so he had to ride on. After leaving him we came to some burnt ground where a prairie fire had run about eighty miles.

We crossed the St. Mary at Whoop-up, camped there over night, and were entertained by Dave Akers, who was in charge of the Post. This had been an old whiskey trading post, the original cause of the Mounted Police coming to this country. This old man was afterwards killed by a friend of his, named Tom Purcell. They had some disagreement and they went out and fought it out—a regular duel. Akers entertained us royally, the first cabbage, corn and "garden sass" that we had in this country we ate at Whoop-up. We were altogether dependent on dried vegetables such as beans and rice.

Leaving Whoop-up we crossed Belly River at Slideout where Mr. McNab and Mr. Patterson reside now, arriving at Fort Macleod that evening. This was the original Macleod—not the present one. In 1884 the present town site was surveyed as a government town site, and placed on the market at a nominal price of forty and sixty dollars a lot; sixty dollars for corner lots. The Fort Macleod was on an island. In coming in from the south a slough had to be crossed; could be forded easily in low water but during the May and June rains was often swimming high. The river could be forded in the fall and late sum-

mer, but at other times there was a small scow that used to run back and forwards. Toll had to be paid. By the way, I. G. Baker owned the scow, as they were most interested in crossing the river with freight to the north. The late "Paddy" Gallagher then farmed the remainder of the island lying north and east of the barracks, and was the main source of supply for eggs, butter, milk, etc.

Macleod Merchants

We had heard a good deal of the former headquarters of the Police and thought it was an immense, big place, while really it was very small and not many people. The merchants then in town were I. G. Baker and Company, a St. Louis firm who had stores at Benton, and at different points throughout Montana, also at Fort Walshe and Calgary, and were the main contractors for the Government here, for the Indian

Department and the North West Mounted Police; also T. C. Power, a Montana firm that had stores at Benton; Toney La Chapelle and Fred Kanouse. Dick Kennefick Curley Whitney, late of Lethbridge had blacksmith shops. Dan Horn, who had left the Police that year, had a shoemaker shop; made shoes to order—no stock. Harry Taylor, better known as Old Camoose, kept a restaurant. The only opposition he had was Fred Pace, who kept the other restaurant.

A TESTIMONIAL TO A BANK

"I can say after thirty years of experience with the Canadian Bank of Commerce I cannot recall an instance in our dealings with the bank that I would say the bank was not fair and just in the treatment extended to us."

The foregoing was written unsolicited, by a customer of one of this bank's small branches. It is the best reward for the kind of banking service which the bank has earnestly striven to afford everyone.

If you are not already a customer of the Canadian Bank of Commerce, may we have the pleasure of giving you the same banking service as drew this tribute.

THE CANADIAN BANK OF COMMERCE

Leading Citizens of Macleod at Time of This Story



Standing, left to right—D. J. Campbell, A. F. Grady, "Sandy" McDonald, John Black. Sitting—D. W. Davis, A. Pocklington, Harry "Camoose" Taylor and F. W. G. Haultain.

River also kept a billiard table where billiards might be played at twenty-five cents a shot or game. There were numerous houses where citizens resided; log cabins with pole roofs and straw and mud. I think T. G. Power's and the police buildings were the only ones that had shingled roofs. There were several small saloons where light drinks were sold, such as pop, beer, cider, and so on. Old Aunty, a negro woman, kept a sort of boarding house and restaurant. This old lady had come up the Missouri River from St. Louis. Almost the first "white woman" in the country. There was no mail communication other than the Police mail between Benton and Macleod, and it was an American Post Office that our letters had to go to. Consequently, we had to use United States stamps which often sold at a premium high as fifty cents for three-cent stamps. It was quite an amusement for the citizens the day the mail arrived. At the highest point of vantage in the town there would be half a dozen or more watching the prairie to the south with spy glasses and field glasses, looking for the Benton mail, and often giving false alarm by way of diversion. The officer who was in charge of the North West Mounted Police at this time was Major Crozier of Duck Lake fame, who saw the opening of the Riel Rebellion. Captain Winder had been transferred to Fort Walshe, but was not there long before he went on leave; and it was not long after that when he left the force to start a cattle ranch owned by some Eastern Townships people and himself, and located on Willow Creek, near Claresholm and they had another up on the hills on Trout Creek. That same year the Cochrane herds were coming in. First herd came in charge of Dutch Patrick; second in charge of Frank Strong. They were going to ranches up around Cochrane and Morleyville; the first winter, however, very nearly put them out of business. Two years after the remains of the herd were moved down into Belly

River district where they did much better. Major Walker was in charge of the Cochrane ranch on the start. Afterwards Mr. White, brother of Fred White, who was Comptroller of the Mounted Police, was in charge. The cattle did very well after coming south.

Some half-bred freighter named Gardy had been started a week ahead of us with extra oats loaded on Red River carts and told to go to Red Deer crossing to meet the Governor-General's escort. Corporal Wood, who was orderly clerk as well, was sent in charge to go to Red Deer crossing. This Corporal Wood, formerly proprietor of the Macleod Gazette and later District Court Judge in Saskatchewan, went to the Red Deer crossing as ordered but could not find the escort, and got word from an Indian that they were crossing the Red Deer lower down. An Indian, named Poundmaker (famous in Rebellion of 1885) was guiding the escort from Battleford via Sounding Lake direct to Blackfoot Crossing and he certainly guided them on an almost perfect line. This escort killed the last buffalo north of the Saskatchewan River. They never touched the Red Deer crossing at all where they were expected to cross. Consequently did not get the oats for their horses. A sorry bunch they were when we met them near the Blackfoot Crossing.

Fresh Horses

We had forty head of fresh horses for them. After meeting us, instead of thirty miles a day that they had been making, they could now be stretched to fifty. Marquis of Lorne at this time was very anxious to see the end of the journey. They had made arrangements to go down the river in York boats. Old "Dad" Gladstone, who was an old Hudson's Bay man, constructed these boats at Macleod, and they were transported to the Blackfoot Crossing, but the Governor-General thought he would rather go through and home via Fort Shaw, Montana. He made a short visit to Calgary and Morleyville, then on to Macleod. From Macleod he went to

Fort Shaw, Montana, and there bade goodbye to his escort. In a farewell speech he said "he noticed that we didn't pack any canteens and when he got back to Eastern Canada he said he would send us

a memento of the trip which he has enjoyed very much," but I doubt if he did. It must have been a very weary ride, day after day over these prairies and not a soul

in sight, hundreds of miles between houses.

At this time Calgary had been abandoned as a post. There was just one man holding the whole

(Continued on Page 72.)

SINCE THE GAY NINETIES

FOR OVER 40 YEARS WE HAVE WATCHED
LETHBRIDGE AND SOUTHERN
ALBERTA GROW

WE HAVE SHARED IN AND HOPE WE HAVE CONTRIBUTED
TO THE PROSPERITY IN THIS PART OF ALBERTA
We extend our whole-hearted congratulations to all citizens on the well-deserved position and reputation of the city and district. We sincerely hope that the accomplishments of the future will contribute to even greater progress and prosperity for all.

NICE GOING, LETHBRIDGE!
KEEP IT UP

LETHBRIDGE IRON
WORKS COMPANY
LIMITED

(Incorporated 1904)

Machinists - Founders - Blacksmiths - Welders

Rookies, Remounts and Tragedies

(Continued From Page 71.)

barracks down, Jack Clarke by name, later proprietor of the Queen's Hotel in Calgary, and a councillor on the city council I think. It was then only a Hudson's Bay post, one man only, the old factor named Fraser; I. G. Baker store with a staff of two or three in charge of G. C. King. The late Sir Cecil Denny had a ranch on the Elbow—the south side. He had just started it that year. Later it was subdivided and sold in a rush as a townsite, before the railroad had reached the place; but everybody got left in the lurch, the town was put on the other side of the river.

1882

The force was increased from three hundred to five hundred men, all these men coming to Walshe, also remounts; James Christie of the S.C. Ranch, going to Oregon for them. Said to be 600 head. This Ranch took over the old Police farm and herd of horses. John Herron late M.P. for Macleod, was foreman and had an interest in it. It was started by Captain Stewart of the Ottawa Princess Louise Dragoon Guards. The Bates family of Ottawa also had an interest in it. They had a contract for beef with the Police and Indian department. Matt Dunn of Fort Benton was interested in the beef. They also bought two Concord coaches after the rails got to Calgary and run them between Macleod and Calgary. One of the drivers named Pollinger, or better known as Polly, stayed with it to the last. I saw old Polly the summer of 1907 driving the old coach as a chuck wagon for the Circle Ranch. He had the same old smile on his round face and just as full of jokes and stories as ever. The recruits had a hard time with the bronchos. Regimental Sergeant-Major Lake was riding master. Usually the riding school is just marked out with pegs on the prairie, but he had a corral built so as to keep the horses in. After the riders were unloaded he said: "I won't give the details for mounting; just climb on and stay with it." The old hands had the poor kids filled up with what the bronks would do to them. Believe me, it took some sand to get on. The Sergeant-Major stood in the centre with a four-horse whip and after he got them going good, started to drill them, telling them to keep their position, four feet from the nose to croup. One man named Allen was riding a kinky black that was not the proper distance. The Sergeant-Major kept telling him to keep up or he would throw the whip into him. Finally the whip did pop. Allen jerked the reins and the horse went over on his side. Amen must have shut his eyes for when the horse got up he had no saddle on. Allen was still in the saddle on the ground with his right leg up in the air kicking to get free of the horse. The horse was at the other end of the corral. Fun for everybody but poor Allen! The most of these horses made very good remounts, tough and wiry. About this time a war party of Bloods paid a visit to Crees at Walshe. They had a letter from the Indian agent who, at this time was Captain Sir Cecil Denny, saying that the Crees had stolen a lot of horses from them; would we help to get them back? It was on a Sunday after dinner when there was an awful row on the top of the hills to the west—drums and singing. We could not make it out, but the Crees did and took to the brush. The Bloods were coming down the mountain like a regiment of cavalry—pounding tin cups and singing a war song. There was a chorus or refrain like three crows cawing. They were given rations and tents to set up outside the gate where we would watch them. We were suspicious of them and sentries were placed so as to keep tab. The next morning we went with some of the Indians to the Cree camp, looking for these horses, but of course they were cached. Could not be found. The Indians still stayed on for a day or two and the Cree Indians yed out of sight, most of them moving into the half-breed houses in the town expecting trouble. One crazy old man stayed in his tent. The Bloods were camped outside the fort. An extra sentry was put on guard to keep tab on them. A big fire was burning; singing and dancing; the sentry reported to the guard. A sergeant looked out and said it was just a tea

dance but very soon the fire was put out and a big shout and off they went to the Cree camp, yelling and shouting like mad. Hell was popping for a while. The teepees were shot to ribbons, the poles splintered, poor old crazy man dead from bullets and dozens of knife wounds. Nobody could say which. He was certainly in an awful mess. He must have been stabbed several times after he was dead for some of the wounds never bled. I expect nearly everyone of the party took a scalp as there were small patches of hair and scalp taken from the head until they run out of hair. I expect there was a big dance when they got home to Belly River and counted their coups in the way I have heard them tell how many horses they had stolen, how many enemies they killed, and scalps taken and would show the scalps. Poor old Ne-Mo-Ke-Out. It took a lot of braves to kill him.

More Scared of Rookies

The recruits had been issued arms and ammunition. You can understand why the old hands were more scared of them than of the Indians. Rifles were popping in all directions. It is a wonder somebody was not killed as well as the Indians. Many councils and big talks were being held to get Big Bear and the Wood Crees to take treaty. The government was anxious to get them back north as it was only 40 miles to the boundary. They were always doing things they should not, such as running off horses and hunting buffalo. The Southern Indians were always complaining to the United States troops and they would pass the buck. Louis LeVal was the interpreter and at the end of each speech he would say, "And that is the reason why he like you so well, my dear Carnell." About 20 of us put in a general pass to attend a sun dance held at Davis Lake. They gave us the pass all right, but wrote in, "No horses," so we did not see what sun dance as it was too far to walk.

Constable G. F. Guernsey who is a police magistrate at Kelowna, B.C., was very good with the pencil or charcoal, sketched a sun dance on cotton frame and set it out on the square, inviting everybody to a big dance in Barrack Room A. No horses. Oil cans, wash tubs, boilers, dish pans, any old thing that would make a noise. The officers must have thought there was a mutiny on. It was an awful noise. The boys would get up and give a long speech in Cree or something that sounded like it and I would interpret in Louis LeVal's English, always ending with, "And that is the reason why he like you so well, my dear Carnell." This is how I got my brevet rank. It sticks to this day.

About this time some of the Indians were moved to Qu'Appelle. The men who had been on the governor-general's escort from that post were sent in charge along with four or five recruits who had not been issued side arms; revolvers were taken from them. These revolvers were double action and very easily pulled off without setting the hammer. You could not keep these young fellows away from them. They would come in the barracks room. The first thing you would know they would have your pistol out and be snapping away. One of the men was lying down in the tent when one of these kids picked up his revolver to see how it worked. The owner, Constable Murray, told him to put it up. While he was talking the young fellow pulled it off, the bullet going through Murray's back and lodging about the kidneys. They were 60 miles from the post and no conveyance but a dead-axe wagon. We tried to find the bullet but couldn't. An old medicine man among the Indians was brought in and he immediately went to work on Murray, chewing up a lot of roots and leaves and spitting it into the wound. The boys did not want him to touch him, but Murray said: "let him be; they have had lots of practice on gun shot wounds." Had to take him back to Walshe 60 miles to a doctor. Afraid of blood poisoning. Dr. Dukes probed for the bullet but could not find it. He apparently got all right for I met him in 1886 in Toronto. He could still feel the slug in his back.

C.P.R. Coming

The C.P.R. was coming over the prairie at the rate of one mile a day and got as far as Pile of

Bones Creek, Regina, which was made headquarters of the police and capital of the Territories. Went to end of the track with Commissioner and Adjutant. It was then at Gull Lake where we found two policemen on duty, Constables Yellow and Wilde. This was the same Sergeant Wilde who was killed near Pincher Creek by the Indian, Charcoal. He and three other men from the Life-guards joined the Police at Qu'Appelle—fine, big men, six foot two or three, and perfect soldiers.

Got an empty box car and we went on to Regina. The post was being built of portable houses, all on the same plan. Not very comfortable. Set up on blocks above the ground. The ground was frozen and could not be banked until snow came. Very early. Went back to Walshe and packed up the headquarters stuff. Took the staff to Regina. End of the track advanced to Skull Creek. Still lay-

ing track in December. Just before Christmas was sent back to Walshe in charge of a car of material for construction of ferry boats at Medicine Hat and Calgary. This was the last train west that winter. Superintendent Egan of the C.P.R. was on it. He shut the works down and took all the crews back east. We had to buck snow all the way from Moose Jaw to end of track. End of track was at Plapot Creek. Crew of men were on the train going to Cypress Hills to make ties. Superintendent Egan wanted them to get out and shovel snow, but they refused as they were travelling on a pass. He wanted me to arrest them or scare them into work. I took hold of a shovel and said, "Come on, fellows, let us get through." So they did. Superintendent Egan wrote a very nice letter to the commissioner about the way I could handle men and that they could never have got through if I had not been

along to give them a push when it was wanted. I was afraid my car would be cut off the train so I was anxious to get to the end of the track.

A Winter Tragedy

That winter three men lost their lives travelling from Maple Creek to Walshe. The driver was Louis Hagis, half breed. He got in all right. Left one man covered in the sleigh with robes. The other two men struck down a coulee which was known to have timber in it to light a fire and get warm. But they never reached the timber. We went out to find them but could not. Found the man in the sleigh. He was still warm but quite dead. His brain was frozen as he was wearing a hat. About this time Sergeant-Major Abbott was having trouble with the men. It ended up with mutiny. Fall in for stable sound-ed but there was no parade except the non-cons. Commissioner

WARNER and District Extend to LETHBRIDGE Their Sincere Greetings in Honor of the Commemoration of Their GOLDEN JUBILEE ANNIVERSARY

This space was authorized by the following Warner business firms:

Garage, Dunlop Tires and Lathe Work	Vernon Erickson
Warner Pool Hall and Dominion Tires	C. A. Van Brocklin
John Deere Agency	A. Rietz
Rietz Block Barber Shop, Permanents a specialty	J. C. Jooreas
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Advance Lumber Co.	Fred Ingram, Mgr.
Warner Dray Line—Service with a smile	Collin and Son

Fort Walsh Abandoned in 1883

Shurtliffe was officer commanding at this time. He came to talk with the men. They said they would not serve under sergeant-major.

1883

A court of enquiry was held. Sergeant-Major Martin was made acting sergeant-major for the time, and things went on as usual. The commissioner was telegraphed to about the trouble, and Staff Sergeant Oliver and myself with four-horse team went to meet the commissioner at Swift Current Creek. They had come on the right-of-way between the rails after driving a single-horse jumper. Sergeant Patterson and Constable Carruthers were with him. He held an enquiry, and Sergeant Douglas was promoted to sergeant-major, Sergeant-Major Abbott retiring. Went back to Regina with the commissioner.

After staying there a short time they were still trying to get the Indians to go on to the reserves. A big council was being held at Maple Creek with the Indians—Lieutenant-Governor Dewdney, who was also Indian commissioner, Hayter Reid, the assistant Indian commissioner, Father LaCombe, and several Police officers. Council went on for a couple of days. I was started out with a car of supplies and provisions from Regina, and told to make best time I could to the end of the track. These were presents to the Indians provided they would sign the treaties and it was important that I should be on time. They finally convinced the Indians that they should go on the reserves and the treaty was signed.

The railroad company had not taken over the road. It was still in the hands of the contractors. No regular trains. If you wanted to get anywhere with your stuff you had to stay with it and see that it was not sidetracked and a car of material put in its place. The main thing was getting up ties and rails. While at Swift Current Colonel Herchmer, Sergeant Brooks, Corporal Loskem, Constables Street and Whatom, and Guide Louie Laurant arrived from Battleford by way of Saskatoon. Landing. Jack Street had been cooking on the trip. Mr. (or Mrs?) Herchmer wanted Sergeant Brooks to take him down to the Creek and drop him in for to take the rough off. He certainly was a sight.

At the council some of the Indians said they had no horses to take them to Qu'Appelle. It was fixed that they would go by train in box cars. In going around a small lake where the track was not very level the brakeman was on top setting brakes when the car went off the track and upside down into the lake. They got out and were going to kill the crew. Said that man was on top, and turned the car over. The men bought them off with all the food and tobacco they had in the caboose, and the Indians camped alongside the track for several weeks and then turned back to Maple Creek afoot. The governor was blamed for wanting to kill them by the car-load.

Fort Walsh Abandoned

Fort Walsh was abandoned about this time. The troop moved to Maple Creek all in tents. No barracks. Two men who had been wintering in a dugout on Skull Creek brought in suffering from scurvy. Back to Regina. Colonel Herchmer in command of B troop.

1884

Left Regina for Macleod in company of Major Cotton and Constable White. The present barracks were being constructed by the North Western Coal and Navigation Company, who had a small portable saw mill on Beaver Creek where the lumber was cut for the new town and barracks, also for boats that they were building for the transport of coal from Medicine Hat to Lethbridge, or Coal Banks as it was called then. Two steam boats were built at Medicine Hat. One named the Baroness after Baroness Burdett-Coutts, the owner of the bank of that name, the bank being the backers of this company. The other I think was named the Alberta. They also built a number of barges at the mouth of Willow Creek on the Old Man River. Captain Bryant was the local manager. Elliott Galt was the big gun. He was the best billiard player I ever saw. Only one of these steamers came up the river as far as the mouth of the Little Bow. I don't think many of the

barges made the return trip. These steamers were stern wheelers. The man who built the boats came here from Nova Scotia. Went up to the woods in the Porcupine Hills and cut knees for ribs. Bull teams hauled the material to Macleod. A regular ship-yard with old-time broad axe and adze and caulking iron pounding all day.

Stockgrowers Meet

About this time a general meeting of stockgrowers was called. An association formed. As they did not have any experience the by-laws of the Choteau, Montana, association, were taken as a basis in forming the rules to govern. One of these rules was that the officers could raise both hands on a vote, but the others could only show one. Duncan J. Campbell was the paid secretary and did not own a cow.

Dr. McEachern who was manager of the WR (Walrond Ranch), could not get over that clause. The question of mavericks came up as to what to do about it. Mr. Campbell moved that the mavericks should go to the crown when Doc Fields, the foreman of the Walrond, who represented the company at the meeting, wanted to know who the Crown was. Mr. Campbell explained it was the Queen. Doc said "she'll have to be pretty darn flip with the rope if she gets any calves off the WR Range." The town was full of cow punchers and owners of cows. There was a hot time in the old

town for two days. This was the first time I saw steer riding. There was no surcingle on the steer. The man rode on the flank with the tall over his shoulder and spurs sunk in as far as they would go. The other men with their ropes swinging and some shooting their guns in the air, all making as much noise as possible.

Stock Inspector

An inspector was appointed at this meeting. Jim Scott, an old-time trader and mail contractor got the job. He and "Scotch Bill" used to run the mail between Fort Macleod and Fort Benton. He also was the original trader of Scott's Coulee on the Peigan Reserve. The new barracks were nearly completed about this time. We started to move in. Doctor Kennedy and Mrs. Kennedy came from Calgary and were the first occupants in the new quarters. Their daughter was born shortly after in the building in the north west quarter of the square, facing the town.

Building Boom

A regular post office was established this year with ex-Sergeant Turner as postmaster. A lot of people came into the country this year and also a lot of stock. New ranches all over the country. Town people started to build on the new lots. The L. G. Baker company had the first building on the new site. By winter everybody had moved from the old town. The old town was given up

to half-breeds and ghosts. The Indian agent at this time was W. B. Pockington who had been moved from Blackfoot to Macleod. Magnus Beg, who was farm instructor at the Peigans, was made sub-agent at Blackfoot. A man named Williams coming from Battleford to the Peigans as farm instructor. Inspector Perry, who was since made commissioner and who drew the plans for the new posts of Macleod, Medicine Hat and Maple Creek, arrived with his wife and took up quarters in the building on the south-west corner of the Square. The Bar was represented by C. C. McCaul and F. W. G. Haultain, who is now Sir Frederick Haultain, ch. justice of Saskatchewan. The church was well represented, the Roman Catholics by Father Scullen and LeGow; the Church of England by Canon

and Reverend Trivett the Methodist by Reverend John Maclean, whom you could meet sometime on the prairie with halters on his arm and a book in his hand reading and looking for his horses at the same time. He lived on the same bottom with Mr. Trivett and Mr. Borum, close neighbors. This bottom was called by the old timers Saint's Rest on account of the three parsons being on it. The Presbyterians were represented by a young student named McKenzie who was given a room in the old Fort. It was said of him that he looked into the billiard room for somebody he

wanted to see. A game of billiards was going on. The man missed his shot and said, "—" just at the same moment that Mr. McKenzie stepped in the door. He said, "How sweet the name of Jesus sounds." It was better than a lecture. John D. Higinbotham opened a drug store in the old quarter-master store until his new store was built in the new town. The post office was in this building, on the north side of the square, immediately opposite the present court house. This building was moved down on to 24th Street, the site of the present filling station. Duncan J. Campbell was made postmaster, vice Turner resigned.

Social Life in Old Fort

Inspector Antrobus arrived from Battleford; also Sergeant-Major Bradley from Regina. We used to have to dance with half-breeds and squaws. We had taught them to dance and had a good time with them. They were smart at picking up the steps. The big social event of the year was the Police ball, New Year's Eve. Everybody in the country was invited. The men of the detachment were given invitations to deliver personally. They covered the ground for a hundred miles or more. No distance was too great to stop them. This year there were a lot of white ladies in the country who objected to dancing with the squaws, so a cut was made

(Continued on Page 74.)

1886—



THOMAS NIVEN

49 YEARS IN LETHBRIDGE

23 YEARS OPERATING THIS MACHINE SHOP

Twenty-three years ago we started business with two machines. Today we have one of the most up-to-date shops in western Canada.

Our machines are modern in every respect and we can give you first-class service on complete motor overhauling, crank-shaft grinding, cylinder grinding, re-babbiting service, fly-wheel ring gears, piston rings, pins, bushings, connecting rods, bolts and nuts, etc.

YOU KEEP US STEPPING BUT WE LIKE TO STEP



BERT



BOB



ED.

NIVEN BROTHERS

PHONE 2732

FATHERS AND SONS
216 FIRST AVE. S.

LETHBRIDGE, ALTA.

Rumors of War in Spring of 1885

(Continued From Page 73.)

this year at the meeting. Sergeant Major Bradley asked me as an old hand what I was in favor of, black or white. I told him I was in favor of pinto. The old hands were outvoted. They made the cut. The first dress suits shown in Macleod were worn on this occasion.

Duncan J. Campbell was appointed deputy sheriff with his other office. A change was made in the power plant of the Macleod Gazette from man power, consisting of two Indians, named Limber Jim and Mike Murphy, to steam power, thereby starting the unemployment question amongst the natives. The steam-fitting work was done by the late James Bell of Slideout. The original building is now part of Lambert's carpenter shop, built of logs. Next to it was a log building. A two-storey high restaurant and boarding house was kept by a Mrs. Dowser on the lot occupied by the Union or Royal bank.

1885

Spring opened up with rumors of war. The half-breeds were having meetings and big talks in the north but we did not pay much attention to it as we were used to talk of that kind and it was a long ways off in these days. But after the Duck Lake fight we thought it might become serious if the Indians got into it; although the Indians in the south had no kick that we knew of, still there was a chance of example. They got all the news from the north just as soon as we did. There was no telegraph wire to Macleod. Dispatches were carried by riders from Calgary in relays. A number of ex-policemen and cowboys were hired by the day. They furnished their own horse and saddle. I think the pay was six dollars a day with board for men and horse. Some of them were employed as scouts to ride between the detachments. Joe Healy, a Blood Indian who could speak good English and understand every word that was said, used to stand around a crowd where they

were talking of the war, taking it all in with a wooden look on his face, understanding every word. None of the Indians could speak English at that time with the exception of Joe as far as I know. He was caught young and raised by the Healy family in Montana. Captain Jack Stewart of the SC Ranch, was commissioned to raise a troop of riders called "The Rocky Mountain Rangers." It took in nearly all the men working on the ranches and owners as well, even old Kootenai Brown, who was head scout for the outfit. The officers were Major

S. Tennant, Captain Lord Boyle, Captain and Adjutant Duncan Campbell, Lieutenant Brown, an Imperial army officer, Lieutenant Bill Panell from Ottawa.

Building the Turkey Trail

Construction had started on the Galt railroad, from Dunmore to Lethbridge, otherwise known as the Turkey Trail. It was thought to be important that the work should be protected so the R.M.R. were sent down to Medicine Hat, and that did not suit the most of the men. They wanted to fight Indians. They were hired by the month so at the end of the first

month most of them wandered off to the ranches or went north on their own. After the first month the strength was kept up by recruits picked up at Medicine Hat. There was one man in the outfit named Robinson who wore his hair long. It hung down on his shoulders and was a faded red color; also he wore a buckskin shirt or coat with two revolvers in his belt and was known as Rattlesnake Jack, who acted as recruiting officer. Used to meet the trains and bring in recruits who thought that was the uniform. A report came in that the

Indians were bothering the men on construction of the road between Dunmore and Lethbridge which was being constructed at this time. A company of the Winnipeg Light Infantry was sent from Calgary for garrison duty. They were relieved by two companies from Quebec, in command of Colonel Leroy. They stayed until it was over. Inspector Perry, Sergeant O'Connor and a gun detachment of the North West Mounted Police went north to join General Strange's column. They were after Big Bear's hair. Headed for Fort Pitt and Frog Lake.

THE FIRST AUTOMOBILE IN LETHBRIDGE



Owned by Elliott T. Galt, managing director of the A. R. and I. company. It was a White "Steamer," and afterwards converted

into a track motor and used for railway inspection purposes. M. Freeman brought the second automobile owned in Lethbridge to the city.

HERE'S TO LETHBRIDGE

To its splendid 50 years history as an enterprising, growing city.

To its future, where the same spirit of public service among its citizens will inevitably bring continued progress and prestige.

As one of the oldest oil companies operating in southern Alberta, we are proud of our city and district and salute all those responsible for making our splendid community. To them we extend our heartiest congratulation and support.

NORTH STAR OIL LIMITED

GEO. MCCREA, AGENT FOR LETHBRIDGE AND DISTRICT

REFINERS AND DISTRIBUTORS OF PETROLEUM PRODUCTS

NORTH STAR GASOLINE AND DISTILLATES

QUAKER STATE AND WM. PENN MOTOR OILS AND GREASES

WHILE AT THE JUBILEE STOP AT THE
NORTH STAR CAPITOL AND TERMINAL
SERVICE STATIONS

Celebrate July 1, '85, in Lethbridge

The 65th Rifles of Montreal were in this party and in command of Colonel Amyot. The Steele scouts in command of Major Sam Steele, were also in this party. Mrs. Perry and Mrs. Doctor Kennedy were the only ladies in the post. Their husbands wanted them to go east and had hard work to persuade them to go. Inspector Perry was ordered north and Doctor Kennedy had to go with the detachment that went down along construction on the Galt road so that they were anxious to get their wives back east which gave them a free hand. Party commanded by Major Cotton, consisting of Doctor Kennedy, Duncan Campbell, Staff-Sergeant Poet, Sergeant-Major Braddon, Sergeant Fitzpatrick and about 20 men left for Lethbridge or Coalbanks as it was then called. The river was high and coming up more all the time. Raining every day. No bridges. No ferry. Just a small boat to ferry the men over and the baggage and provisions piece by piece in this small boat. Horses had to be swum. One old horse called Rodney. The sergeants put up a job on poor old man Poet that he would not be able to swim on account of his age unless the front shoes would be taken off his horse to lighten his feet, and he went up to the commanding officer and asked permission to take these shoes off poor old Rodney to lighten him up. They were always putting up some joke on the poor old fellow.

A Stay at Lethbridge

After staying a couple of days at Lethbridge we moved east as far as Purple Springs and moved up and down the line from that connecting with the Rocky Mountain Rangers on the east end. The grade was being built right through the time of the rebellion and a telegraph line ahead of it. Up till this time we had no telegraph communication with the east. The rebellion was almost over before the line got into Macleod. A young man named Jack Robinson from Medicine Hat, was the first operator. I don't think he was more than 15 years of age. First of July came around and we held a celebration on the bottom where the power house is now. Foot races, horse races and games of one kind and another. In the middle of the service the assembly was sounded by the bugler of the Quebec regiment. Frenchmen doubled up to the barracks and were back again with their arms and accoutrements. Colonel Roy put them through the bayonet exercises to impress the natives. It was very well done. Dave Cochrane, an ex-police sergeant had settled on the east side of the Belly River before the Bloods took it for a reserve and was there before the survey. The Indians wanted him put off, but he would not go. They were fighting for years. They used to pull his fences down, drive horses in on the crop, drive his horses off. Still he hung on for his price which was a good one. The government was doing everything that they could to keep peace so they bought old Dave off, although he was only a squatter and had no patent for the land. He moved to Beaver Creek and found a ready-made ranch, abandoned as he thought, that was owned by John Hollis who had gone north with his stock and outfit. Dave went to putting up hay. There was lots of wild hay besides a field of timothy, good corrals, stables and house. All kinds of other odd buildings in good shape. In September Hollis came back and brought a partner with him, a man named Dorain from England. They thanked Dave for putting up the hay for them and invited him to move which he had to do. He moved on to the shack that Mart Holloway, who used to burn lime in a kiln on a creek bank, owned. This was outside of Hollis' fence and believe me a thorn in the flesh for years. He moved then to Five-Mile Creek and took up a place on the Hudson Bay section. The WR Ranch had a lease on the whole country in the Porcupine Hills and warned him that he could not settle on it, but he had it surveyed and found it was Hudson Bay land. Would not get off. He went right on with his improvements. Finally the WR bought him out for a good price to get rid of him and moved their Beaver Creek ranch to Five Mile to keep others from taking it up. The boys all came back from the north—no casualties and were given a banquet and a dance and

a pass for five or six days if they wanted it. The force was increased to one thousand men. Troops were strengthened from 50 to one hundred. Were given representation in the North West Council this year. Lord Boyle and George Ives were the candidates. Lord Boyle was elected. The Marquis of Lorne made a trip through the

country and drove the last spike in the Galt railroad. An escort party from Calgary under Sergeant Wilde joined the Macleod party under Sergeant Cotton and met him at Lethbridge. Went to the Blood reserve, the Cochrane Ranch, Macleod and on to Calgary. I got three months' leave and went east. Then got another

month on that with pay. Returned to duty about the first of February. Colonel D. Herchmer was appointed commissioner.

Colonel Irvine was the goat that carried the sins of the Rebellion.

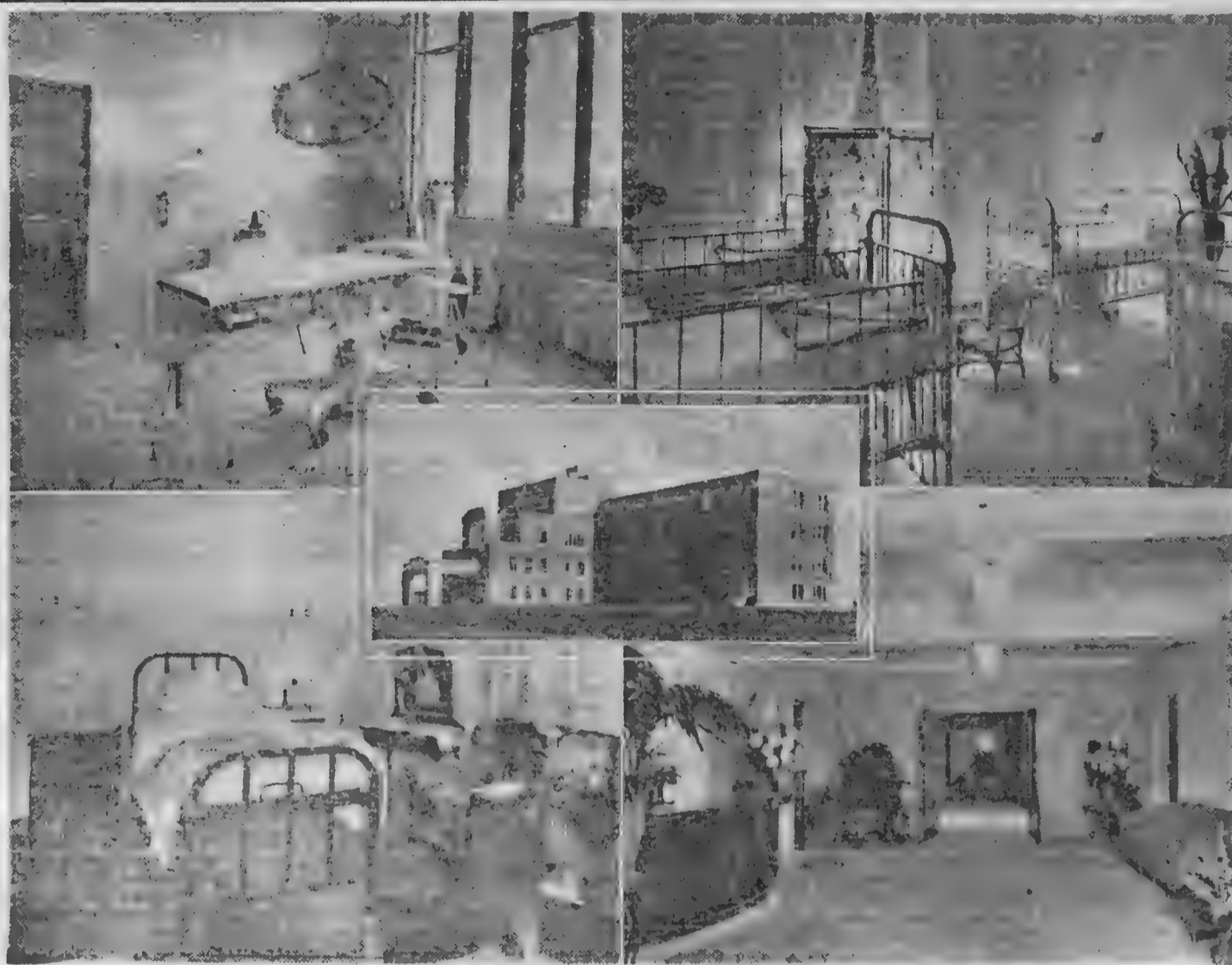
Went on leave the first of July, got a job on Peigan Reserve, is-

suing rations, and so ended time with the Police.

AND AFTERWARDS

1886

The late W. R. Parker of Macleod, an ex-policeman, was then the farm instructor in charge at Peigan Reserve and was replaced (Continued on Page 76.)



Top left, major operating room; top right, children's room; bottom left, private ward; bottom right, entrance and lobby.

ST. MICHAEL'S GENERAL HOSPITAL

Standardized and approved by the American College of Surgeons, member of the American Hospital Association, Canadian Hospital Association, Alberta Hospital Association and of the Prairie Provinces Conference of the C.H.A.

Built, Equipped and Managed According to the Most Efficient and Modern Methods.

As fireproof, soundproof and germproof as possible.

Reinforced concrete throughout. Insulated against sudden and severe changes in temperature. Undisturbed by high winds.

Four operating rooms. Latest design in sterilizing equipment. \$20,000 X-ray and Physical Therapy departments managed by Dr. S. M. Rose, an outstanding Radiologist and Specialist. Special service tables to keep food warm, or chilled, until served.

Private rooms; semi-private rooms (2 beds); semi-wards (3 beds); public wards (6 beds). Moderate charges for accommodation.

Sun parlors on east and west end of each floor. Beautiful view of snow-capped Rockies from roof sun pavilion.

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THE CONGREGATION OF THE SISTERS OF ST. MARTHA
Who specialize in Hospital Management and Nursing Service.
EIGHT-HOUR DUTY GRADUATE NURSING STAFF (ROTATING SERVICE)

Not for Lethbridge Only — But for All Southern Alberta

The Board and Management appreciate having on the Hospital Staff all the Medical Men of Lethbridge and vicinity.

On this Jubilee occasion, the Board and Management extend its sincere congratulations to the men and women of vision, courage and confidence responsible for the accomplishments of the past 50 years.

The members of the Congregation of the Sisters of St. Martha, who have the privilege of rendering service to the city during this Jubilee year, in looking forward to the next fifty years, hope that this public service to the citizens will be continued by the members of this Congregation.

When Cattle Died by Thousands

(Continued From Page 75.)
by A. R. Springett, acting sub-agent.

North Axe, the head chief of the Peigans, and Red Crow, head chief of the Bloods, and old Crowfoot of the Blackfeet, and a Frenchman, Le Hereaux who used to live with the Blackfeet, went along as interpreter, started for Brantford, Ontario, to attend the opening of the Brant memorial. North Axe was full of his trip. Said it took him a month to tell of all he saw. He died the next spring. That winter was very mild up to Saint John's Day when it started to snow; a foot fell in 24 hours and turned very cold. There was no let-up until the second of March when a thaw took place. Everything went out of the river; the ice went up to the banks, all the bottoms covered with blocks of ice, big cakes of ice, five feet thick, half a mile from the stream. The present golf links at Macleod were covered right in to the bank. Cattle had a hard time that winter. Snow was a foot and a half deep and got crusted and they could not get at the grass.

They got down to the creek and river bottoms and ate brush.

1888
Left the reserve and started a small ranch and trading post on Olsen Creek, just off the reserve. My partner's name was Clay Falls, a cow puncher who worked for the WR and used to run the beef herd on the reserve for them. He was a tip-top hand. The first job we did for the WR was to build a stock corral for round-up purposes in Tennessee Coulee. Then we put up a bunch of hay for them on the ranch now owned by Dick Jones on Beaver Creek. Dr. McEachern had the notion to make a pure-bred farm out of it to breed bulls. There were three settlers on the land. He just built a fence around them and ordered them off. Their names were A. Shed and a man named O'Neill and his partner.

1880
The cattle died by the thousands. At this time owners never thought of feeding or even weaning the calves or taking up bulls. Calves came any old time. The loss after this winter was said to

be 75 or 80 per cent. The Indians used the meat and dried a lot for future use. They must have eaten too much of it for a large number of them died in the spring or summer from stone in the belly as they put it. Dr. Gerard wanted to treat them for indigestion but they had more faith in drums and sweat baths. James Bird, known as Jimmy Jock in the north country, came to the Peigans and stayed all winter. We were told to give him rations and treat him well as he had been of some use to the government in making treaty with the Blackfeet. He was very old and blind. His wife, an old Cree woman, used to drive around from one reserve to another all over the country, even to Montana, with a Red River cart, the old man sitting in the back, the old woman driving. He asked me if I would always put a piece of liver in his pack as it was good for his complaint. He said "the old wife used to chew my food for me, but her teeth is no good now. A friend of mine in Prince Albert made me a present of a good chopper and I find it very convenient". This old man had lived with the Indians since his boyhood and could speak all the Indian tongues.

The first federal election in Alberta took place this year. Our quota was one member for all of Alberta. Mr. D. W. Davis and Mr.

Hardisty were the candidates. Mr. Davis was elected. A lot of new Canadians were made for the occasion. A lot of naturalization papers were made out. Mr. A. C. Springett, the Peigan Indian agent, went to England on leave. Mr. Gerald Edan from Regina

taking his place. A very nice man he was. Had a visit from the deputy minister of Indian affairs, Mr. Van Koning of Ottawa. Mr. W. Middleton came as farm instructor from Balgonie, Sask., his wife and child with him. Mr. Springett got back from England.

Pioneered In Many Parts Of Canada West

GEORGE PLAYER did his pioneering in many parts of the west during the early days of the 80's and 90's, yet he was in Lethbridge at three different times during these years; in 1886 with the I. G. Baker Co., in 1892 with the Coal Co. and in the late nineties with the North West Jobbing and Commission Co. He may well be counted amongst the Old Timers. When he first arrived in Lethbridge from Calgary it was necessary to come via Medicine Hat if you wished to travel by train, changing at Dummore to the narrow gauge. He says they often joked about building a bridge across the coulees for a short cut, never dreaming that the joke would become reality in a few short years. They wanted the short cut to get over to George Rowe's place, known as Rattle-

snake Ranch on account of the snakes which swarmed in a cliff not far south of the site of the present railway viaduct.

One of the ways Lethbridge differed from Calgary in 1886 was that the southern town had a larger proportion of women in the population due to the fact that the Coal Company built houses and brought out whole families of miners.

After a youth spent on the prairies and in the mountains, George Player has come to harbor in the offices of the Island Tug and Barge Co. on Victoria wharf. —1885—1935—

E. G. Hagell, who was for a long time a partner in the Lethbridge News, came to Lethbridge in 1890. He is now living on the Pacific coast.

—1885—1935—
Fritz Sick, founder of Lethbridge Breweries, Ltd., was in Fort Steele, B.C., in the nineties, but did not come to Lethbridge until 1901, remaining here over 30 years in active control of the organization he built up.

Oil In the Nineties

An Early Search for Liquid Gold

In the archives at Ottawa is a highly interesting map which proves that all the interest in the search for oil in South Alberta has not been confined to the past 20 or 30 years. Back in 1890, when Lethbridge was still a straggling mining town, the search was on, and the map tells the tale.

It is a survey made in 1890, showing petroleum claims along a creek, which may have been Cameron Creek in Waterton National Park where John Lineham drilled successfully for oil following the interest aroused by "Dad" Aldridge of Cardston and "Kootenai" Brown of Waterton Lakes who brought out from the Lakes cans filled with oil skimmed from the top of springs in the Cameron creek district. Mr. Lineham's attempt was made at Oil City, where the Patrick interests of Calgary are today continuing the search. Or, Mr. C. A. Magrath says, the leases may have been about where the Prince of Wales hotel stands.

The names of the holders of petroleum leases as shown on this 45-year-old map are J. J. Marshall and W. T. Jones, 20 acres; W. Herchmer, 20 acres; A. R. Macdonnell, 20 acres; S. B. Steele, 20 acres; C. C. McCaul, 20 acres; J. Cameron, 20 acres; C. A. Magrath, 20 acres; J. F. Ritchie, 20 acres; T. Curry, 20 acres;—Emerson, 20 acres, A. J. Darch, 20 acres; J. L. C. Starnes, 12 acres, and Z. T. Wood, 20 acres. Most of the leases were 20 chains long and 10 chains wide.

It will be seen that most of those who filed on the leases in that early day in the hope of striking the liquid gold were Mounted Police officers or land surveyors and engineers. Mr. Magrath, Lethbridge's first mayor, is well known to all. C. C. McCaul, K.C., a prominent Alberta lawyer, had his office in Lethbridge in those days. It is believed Mr. Herchmer was connected with the N.W.M.P. and may have been L. W. Herchmer, later commissioner. S. B. Steele was the famous Sir Sam Steele of Mounted Police fame. J. L. Starnes is believed to have been a brother of Commissioner Starnes of the Police. J. F. Ritchie was a Dominion land surveyor and former assistant of C. A. Magrath, who carried on surveys in the country surrounding Lethbridge until 1901 and then went to Nelson. He was the man who surveyed the oil claims in question, and Mr. Magrath who supplied the information stated he believed the claims were tributary to what is now known as the Waterton river, then the Kootenai river, and somewhere in the neighborhood of the site of the Prince of Wales hotel at Waterton. W. T. Jones was a land examiner and is described as "a delightful fellow who always radiated sunshine." He had been a member of a survey staff which had surveyed the second meridian under Lindsay Russell who afterwards became deputy minister of the interior. Mr. Jones later went to the Hudson's Bay Co. land depart-

ment. Z. T. Wood was an officer of the Mounted Police, known to many old timers. Nothing is remembered of Darch, Emerson and Marshall.

In supplying some of the details of this early oil venture, an old timer tells of a distressing experience W. T. Jones had on one occasion down in the Milk River country, some distance northeast of the present Milk River station. It was in the days of prohibition when the whiskey smugglers would leave the Montana trail just south of the boundary and try to dodge across after dark by driving some distance away from the trail and thereby escape the Police. When they felt they were being followed by the Police they have been known to drive through a bit of slough where possibly there was a little water, trying to convey the impression they were watering their horses, and dump their keps into the long grass with the idea of returning later to find them. Evidently one of them could not be found because Billy Jones, who was out working for me looking over some of that country, found both himself and his horse in a bad way for water, and drove into a depression and failed to find any water but ran across a keg. He opened it, thinking to relieve his thirst, but it nearly put him out of business as he suffered a good deal until he got to Milk River.

SAFeway STORES

Congratulate LETHBRIDGE

DISTRIBUTION



WITHOUT WASTE

TO the Citizens of a Fine City...

To the scores who are honoring the pioneer and expressing good wishes let us add our congratulations.

We are proud to be a citizen of, and in business in, Lethbridge. May the name and fame of Lethbridge carry on as we build a greater city.

BAWDEN MOTORS LIMITED

McLAUGHLIN-BUICK

- PONTIAC

- G. M. C. TRUCKS

A Prairie Trip in the Early 80's

BY TOM CLARKE

Ex-N.W.M.P., of Macleod.

A PARTY of men recruited in Winnipeg for service in the North West Mounted Police had detained in Brandon in the early spring of 1882. They could travel no further by train, the railway coming to an end after crossing the Assiniboine river. Early as it was, however, thousands of workmen and numerous grading outfits were already at work on the surveyed right of way and before the close of the season's operations it was confidently expected that the new road would be laid many long miles beyond the distant horizon.

Our officers, however, had arranged for transportation by wagon from Grand Valley to Shoal Lake, but this proved to be woefully inadequate, and as a result half the force walked while the rest rode the wagons, perched aloft on the rolls of bedding. Every half hour a halt was called when the men changed places. Before we reached Rapid City, our first stop, the men were all agreed that "a policeman's lot is not a happy one," for it rained, then snowed and rained again. Before we had gone many miles on our way we were wet to the skin and chilled to the marrow. An icy wind added to our discomfort and presently all were hoofing it in an endeavor to keep warm. Our waterproof ground sheets we wore Mexican fashion but as ponchos they were not a howling success. The bridge at Rapid City had been carried away by the spring flood which delayed our crossing considerably, and it was a late hour before we gained the opposite bank where food and shelter was to be had.

The next day's journey was a repetition of the day before. When we arrived at Shoal Lake late in the afternoon we found that an immense snow drift had filled in the only crossing at the outlet of the lake, now showing signs of a break-up, and through and over the sodden snow our equipment had to be carried, necessitating several hours of strenuous toil. But the stone walls of the old fort received us soon after moonrise, the warmth and food provided soon putting new life into our famished bodies.

An Indian Prisoner

It was here that the new-comers had their first view of a "bad Indian," for the next day a police escort arrived from Fort Macleod with a Blackfoot Indian prisoner with the high sounding name of "Jingling Bells," sentenced to a term in the Stony Mountain penitentiary for horse stealing. The party had travelled by wagon over 700 miles of uninhabited country, coming by way of Fort Walsh, in the Cypress Hills, thence on to Fort Qu'Appelle. The trip had been long and hazardous, camp being made at the end of each day's journey wherever night overtook them and with the extra duty added of guarding a cunning and dangerous prisoner night and day during the whole of the long trip. The recruits sized up prisoner and escort as being alike equally dangerous looking. Clad in shaggy furs, and heavily bearded, these, the first men of the mounted met with, were far from prepossessing in appearance.

Wildfowl in Vast Numbers

After a much-needed rest of several days' duration we pulled out for Fort Ellice our next stop. The weather by this time had greatly improved, being fine and warm, but travelling was heavy owing to the sodden condition of the prairie and ponds and sloughs had to be crossed many times daily.

Swarms of wild fowl were moving northward and the lakes and ponds were black with the feathered game, the beating of whose wings when leaving or arising from the water sounded like distant thunder. There were swans, grey geese and waders, pelicans, ducks and sandhill cranes in untold numbers. Prairie chicken, too, were plentiful and coveys of this grand game bird were everywhere met with.

In those early days the North-West Territories was a sportsman's paradise. It is difficult to convince recent arrivals in the country that so much wild life was formerly in evidence, and when one claims to have seen acres of ground literally covered with waves and grey geese, their look of unbelief is far from flattering to the old timer. But such sights, at certain seasons, were common enough. Heading south

in the late fall, immense flocks of slow-flying geese and swiftly-moving ducks, sometimes fairly blackened the sky, the clamorous cries of the "honker" geese being almost deafening. One never tired of watching the wedge-shaped masses of geese winging their way southward, and when the first strident call of these birds was heard in the spring what joy we experienced in our first view of the immense flocks following the skylines to their breeding ground in the far-distant north.

Fort Ellice is Reached

Our journey from Shoal Lake to Fort Ellice was without incident. The men were in the best of spirits and fairly bubbled over with enthusiasm. Every man was anxious to reach Qu'Appelle, our destination, for was it not there that Major Walsh, of Sitting Bull fame, was the superintendent in charge!

It was learned, however, that we were ordered to await the arrival of recruits, remounts and supplies coming by river steamer from Winnipeg. Camp was pitched and as there was little or no duty to be done we prepared to "take it easy". We mixed freely with the H.B.C. employees, both white men and half breeds, finding them a very friendly lot and willing to give us information on any and every subject that interested us. It was there we learned that a newcomer was dubbed a

"pie-biter", but why this should be so we were unable to learn.

The nights were cool in the valley of the Assiniboine and we were glad to gather around a blazing camp fire after sundown. Smoking, story-telling and spinning yarns, filled in the time very pleasantly for all. Several of our older comrades had served in the English army on foreign service, others had served in the ranks of the Royal Irish Constabulary and the Cape Mounted Rifles, therefore, there was no lack of excitement in the stories we listened to under the light of the stars.

The Steamer is Sighted

From the Fort, nearly 200 feet higher than the floor of the valley, had come the news that the long-expected steamer had been sighted at last. The men piled out of the bell tents to witness her arrival and to greet their unknown comrades with a rousing British cheer of welcome. A plume of black smoke showed above the tree tops and suddenly disappeared, this being repeated several times before the vessel showed herself. The course of the Assiniboine is very erratic, the stream at times actually turning upon itself and swinging from one side of the valley to the other in its course. Presently another plume of black smoke shot into the air above the nearest tree tops, the following of a deep-toned whistle followed, and soon the boat poked her nose around a near-by bend

and in a few minutes had tied up at her dock. The long voyage up the tortuous stream, bristling with snags and sand banks was ended. It was the steamer's last voyage to Fort Ellice.

The horses, greatly emaciated by the long journey from Ontario, were led ashore, put in charge of herders, and soon were cropping the rich herbage which everywhere covered the plains in the early days. The men, too, were in need of rest and glad to wander about at will. Theirs had been a hard, rough trip.

We Cross the Salt Plain

Three days later the order to move out of camp was given. The mounted men fell in for inspection, formed half sections and moved across the valley floor, climbed the steep trail leading out of the bottom, passed the Hudson Bay Company post, the employees giving us a hearty cheer as we rode along, the Cree encampment came next, where the blue bottle flies still buzzed around the drying meat and soon a rise in the prairie hid all from view.

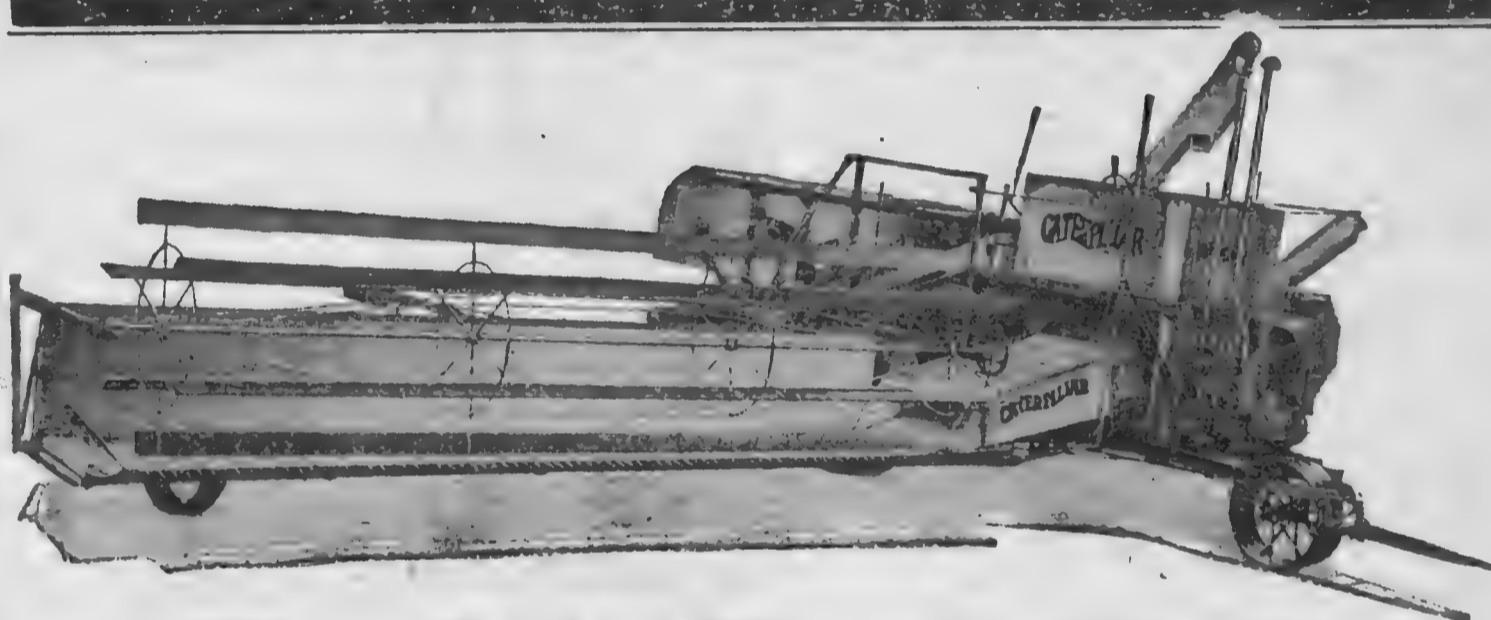
There came a morning when we were ordered to fill our water casks and to collect a quantity of dry wood for fuel. This meant that we were about to enter the waste of country known as the Great Salt Plain, lying directly in our front but not yet visible. We were marched off as usual but after proceeding for some miles the great plain opened up before

us. It was a weird and desolate sight—an empty and barren snow-white stretch of country extending beyond the horizon. It appeared to be a vast snow field, which, for some reason, the blazing rays of the sun could not despoil. "Blimey, but that's an odd sight," exclaimed a raw recruit, but on we went, following a dim trail spread out before us.

The mounted party was in the lead as usual, the men riding in half sections. There was not a breath of air stirring. The country so far as we could see was a dead level. A blazing sun poured down its rays upon us. Mile after mile we put behind us. The hoofbeats of the horses sent up a curtain of fine alkaline dust, our eyes, nostrils, ears and bodies absorbing this. Our eyes became inflamed and sore, our throats became parched and dry and our strength seemed to be leaving us. Occasionally a halt was called when the men were given a small quantity of the precious water we had brought along, but the quantity was all too small. It was hard pulling through the alkali laden soil and the horses, too, began to show the effects of travel.

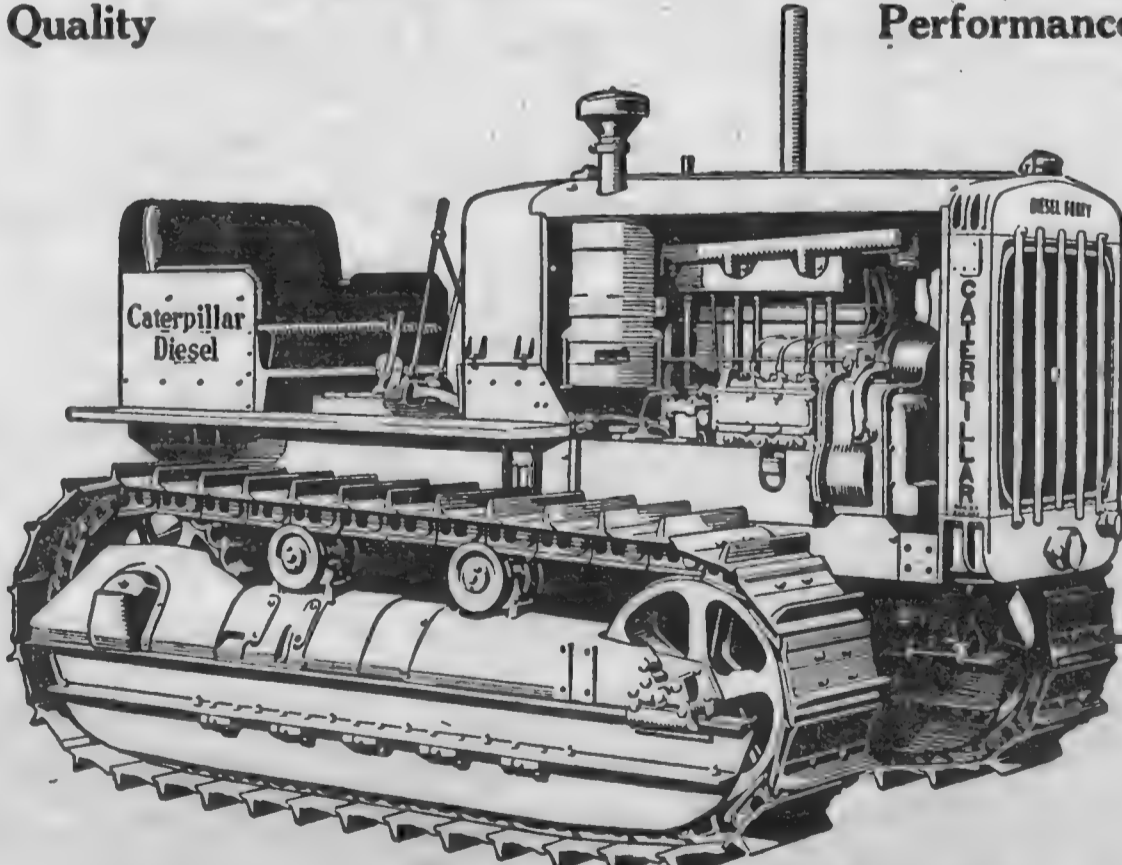
Not a sign of life was to be seen anywhere. Of birds, animals or vegetation, in all that great expanse of country there was not a trace. So far as appearances indicated, life had not existed in this part for ages. It might have

(Continued on Page 78.)



The Caterpillar Combine

Quality Performance



AND THE CATERPILLAR DIESEL TRACTOR

ARE OUR CONTRIBUTION TO THE DEVELOPMENT OF THE CITY OF LETHBRIDGE AND DISTRICT—AND WE ARE PROUD OF THEM.

Union Tractor and Harvester Co., Ltd.

314-8th STREET SOUTH, LETHBRIDGE.

AND AT
CALGARY and EDMONTON.

Narrow Escape in Horse Stampede

(Continued From Page 77.)

formed a part of a dead world, as dead as the moon itself, but minus its inequalities and crater-like depressions.

We were compelled to encamp upon this inhospitable expanse of country one night. It could not be crossed in one march. As we had a small supply of fire wood and a limited supply of water we were able to prepare a meal such as it was, but it was not enjoyed, our parched throats being unable to function properly. Our eyes, too, raw and inflamed, tortured us and sleep was long in coming. All in all we passed a wretched night and glad were we when daylight dawned and after a hurried meal we had resumed our journey. But what about the horses themselves? Not a drop of water could be given them. They had still many miles of travel ahead of them, before they could be relieved of their thirst. Many times during the night had the herders headed them off from taking the back trail in which direction their instinct told them there was water in plenty.

The middle of the afternoon found us nearing the outer boundary of the night-marish alkali covered expanse of country. The soil was as heavily impregnated as before with the whitish chemical, but off in the dim distance could be seen the greenness of tree growth and the promise that water for the famishing horses, now plodding along with dejected mien, would be found in abundance. The animals themselves, seemed to realize this, for soon they began to tighten up in their traces, stepping out more briskly and this without being unduly urged.

A stunted shrub was now and then met with, a few tufts of wiry grass appeared to right and left, even a stray gopher darted across the sun-bleached trail. A couple

of miles more we travelled and then we entered upon the grassland again. The deadly alkali plain had been safely passed. The weary horses were relieved of their harness and turned loose to graze at will. Contentment reigned once more, but it had been an experience none of us was anxious to repeat.

The Horses Give Trouble

From the top of the bluff we descried the police post nestling in the valley of the Qu'Appelle. It was an inspiring and impressive scene viewed from this great height. Off to the right was the lower lake, a considerable expanse of water on whose shores were located the Catholic Mission buildings, while scattered here and there on the grassy plain were the buffalo hide and canvas tents or teepees, the homes of the Cree Indians. To the left appeared another large body of water, its waves sparkling in the sunshine. A scene more peaceful it would be hard to imagine. The Qu'Appelle river connected these two sheets of water. A trading post owned by the Hudson's Bay Company was located on the opposite bank, the chief factor being a man named McLean, who, with his family, became a captive of Big Bear, Cree chieftain, for many weeks, during the Riel rebellion, three years later. The police post at Qu'Appelle was not protected by a heavy log stockade as was usual in those days.

When the party reached the banks of the Qu'Appelle, the river was found to be running bank full. Our eastern horses, unused to swimming water, were hard to manage. Time after time they were forced into the stream only to head back when in the middle where the current was the swiftest. A sloping clay bank led down to the water and after one or two failures to cross, this slope became drenched with the water

brought ashore by the animals, thus making the footing very unsafe. Again forced down the bank the animals, finding themselves drifting down-stream, once more made for the shore. The shouting, resticulating men unable to prevent this sprang to safety only when the animals had reached a footing in the shallow water. With tossing manes and flashing eyeballs, nearly 100 head of maddened, fear-driven animals were leaving the water. It was an equine avalanche. Nothing could stop its onward course. In this last desperate charge, the writer of these notes slipped on the miry clay and fell flat. With the horses so near, there was only one thing to be done, to remain prone and this he did. And then the leaders were upon him. He could hear the clicking of the iron-shod hoofs as the animals, in whose path he lay, leaped over him, but not once did a pounding hoof so much as touch him. He had escaped as if by a miracle. Plastered with mud from head to foot he staggered to his feet to the great amazement of his comrades who were certain they had lost a member of their mess, but not so, for many other thrilling experiences were to be his before the term of his enlistment expired.

The Barge Turns Turtle

A short, stubby scow was in waiting to convey our baggage across the river. Loaded to its fullest capacity, the man in charge of the craft, headed for the opposite shore, but when in the middle of the stream the large iron pulley travelling on a heavy wire cable, fouled in some manner and in a twinkling the craft turned turtle. Indians encamped nearby jumped into canoes and salvaged everything that floated. Lucky it was that the men had not been assigned to the boat, otherwise the police career of many would have been ended at the very commencement of service.

Ferried across the river by the kindly Cree, we were marched to the barracks, where in the hurry and bustle of police life our recent troubles were soon forgotten.

The Qu'Appelle valley is famed for its beauty and well deserves the praise bestowed upon it by visitors. It has one drawback, however. During certain months of the year it is infested, or used to be, in the early days, with mos-

whose number was legion, necessitating the use of screens over the face to protect the wearer from their savage assaults. After sundown the insects appeared in swarms settling upon the horses in such vast numbers as to cause them to roll in the smudge fires to get relief, many being severely burned in so doing. Night stampedes, too, were frequent, the frenzied animals running in headlong flight for miles before they could be overtaken and brought back.

—1885—1935—

A SAD DROWNING ACCIDENT

Almost fifty years ago Joe M— with his wife and two little daughters, lived on the Cameron Ranch, at the mouth of the Little Bow. The children were very attractive little girls, beloved by all who knew them.

A row boat was used for crossing the Little Bow between the Circle Ranch and the Cameron Ranch. One day Joe and his wife and children were crossing in this boat. Joe always kept a lot of hounds around, and this time two of them were swimming behind the boat.

Part way over the onlookers

saw one of the hounds try to climb into the boat. The boat tipped over. Joe and his wife managed to crawl on the overturned boat but nothing could be seen of the little girls.

While Joe's wife shouted for help, Joe swam round and round the boat, then back and forth across the stream till he was utterly exhausted in his search.

By this time the cowboys on the bank had dashed into the river to their rescue. Others were travelling up and down along the bank. They kept up the search for many hours.

But the little girls were never found, nor were their bodies ever recovered.—S.E.W.

—1885—1935—

At one time Lethbridge had 11 banking institutions represented with 12 branches. Today there are four, with five branches. Amalgamations counted for most of the eliminations.

The output of the Knight Sugar Co. factory in 1905 was 4,629,003 pounds. Last year Canadian Sugar Factories, Ltd., plant produced 53,000,000 pounds.

The Big Ditch

This appeared in The Lethbridge News when irrigation ditches were first being constructed.

We're a-diggin' a ditch in Albertay.

See the plowmen a-turnin' the sod,

An' the scrapers a-scrapin' the dirt—eh?

Oh, the pay is three dollars a rod.

Yes, she runs like a snake through the prairie

Or a tunnel turned over on top.

Or a twenty league furrow of fairies,

Or a grave for a cholera crop!

There was mud in the rains,

An' the youngsters complained;

Now they growl at their lot

'Cause the sun's gettin' 'ot.

But the ditch will give us all a farm,

An' plenty fill the plain!

I think of that an' think of thee,

My lovely Mary Jane!

You've no money in 'and till you make it.

An' you don't 'ave a wife while you batch;

You can't eat your bun till you bake it,

And you can't raise a chick till 'e's 'atched!

An' so my philosophy teaches

That prosperous days are in store

For the man that will work as I preaches—

There'll be wealth when there's water galore!

There was mud in the rains, etc.

So we work with a view to the future,

An' a missus and kids of our own;

An' if this 'ere job doesn't suit yer,

W'y jump it and skip and be blown.

But the fellow as sticks to 'is scraper,

An' carefully 'usbands 'is pay,

Will rejoice long before 'e is grey, sir,

In a 'ome of 'is own, as I say.

There was mud in the rains, etc.

Times we're grumpy at dawn of the sky light.

An' we grovel in the 'eat of the day

But the evenin's so cool in their twilight

Drives all our ill temper away!

See this ditch in the dawn of 'er bein',

An' the busy noon tide just before,

W'en'er evenin' 'as come, w'at a seein'

Of bloom in the blessin's she'll pour!

There was mud in the rains, etc.

Then swing clear the pick an' the shovel.

Hurray! for the scraper an' plow!

An' 'ere's to the bloke with 'is level

That shows all the rookies just 'ow!

The 'eads that direct ain't contrary,

Gawd bless 'em that shows us the way!

Three cheers for our scratch in the prairie

That brings in a glorious day!

There was mud in the rains,

'Ow the rookies complained,

'Ear 'em growl at their lot,

'Cause the sun's bloomin' 'ot!

But the ditch will give us all a farm,

An' plenty fill the plain.

I think of that an' think of thee,

My lovely Mary Jane!

Lethbridge, Alta., July 1, 1899.

—C. JAY.

Congratulations to Lethbridge on the occasion of its 50th Anniversary

STOKES DRUG CO., LTD.

DRUGS—STATIONERY

Fifth Street S.

Lethbridge

CONGRATULATIONS AND BEST WISHES to the City of Lethbridge on the Occasion of its Golden Jubilee



Central Canadian Greyhound Lines, Ltd.

River Navigation in 1883-'84

Once upon a time Lethbridge boasted a "waterfront". Like Fort Benton on the Missouri, with which frontier Lethbridge was linked by the historic Fort Benton Trail, Lethbridge was the head of navigation on the South Saskatchewan and its local tributary, the Belly River.

This interesting phase of the history of Lethbridge is being recalled as Lethbridge marks its Golden Jubilee.

When Sir Alexander T. Galt and his son, Elliott T. Galt, opened up the coal mines at Coal Banks (Lethbridge) in the early '80's, the problem of moving their product to market presented itself. Their immediate outlet was the

Canadian Pacific Railway then pushing its steel toward the Rockies. The line had reached Medicine Hat and idea of building a fleet of stern-wheel steamers and barges to carry the coal to the steel was conceived and acted upon.

A start on this inland ship-building project was made in the early fall of 1883 by the building of the steamer "Baroness" and some 12 or 13 coal barges at the Coal Banks on the Belly River. The hull of the boat was finished in the spring of 1884 when it was floated down the river to Medicine Hat where the machinery was installed and the upper deck

and pilot-house were built. The material used in the construction of this boat, as well as the barges, was pine. The material came from a sawmill established by the North Western Coal and Navigation Company in the Porcupine Hills west of Fort Macleod.

At the time the "Baroness" was under construction the "Alberta" was also under way at Medicine Hat's "dockyards". This boat was built of oak brought in from the east.

In the meantime the "Minnow", a small boat purchased by the Galt company in Winnipeg had arrived and was launched. On the completion of the other two boats

in the spring of 1884, this small but imposing fleet started plowing its way through the river toward Coal Banks, where the barges were being loaded with coal ready for their arrival. The steamers, before leaving Medicine Hat, loaded up all the freight billed for Macleod and district, and this was considerable for it had been accumulating for some time.

The boats made several trips up and down the river that season but it was soon discovered that the only period of the season in which they could be operated with any degree of satisfaction was during the season of high water. It was also discovered that at this period of navigation the boats had not the necessary power to take up stream, on account of the swift current, the number of barges required to equip themselves for the return voyage. So the season closed and with it Lethbridge's glory as a water shipping point. For the experiment was abandoned and preparations made for building a narrow gauge railway to Dunmore Junction near Medicine Hat.

When the Northwest Rebellion broke out in April, 1885, the three steamers with several barges were leased to the Dominion government. The late Hugh Macbeth, an employee of the Galt company during the "steamer days" in recalling some of the incidents of the period said: "We left Medicine Hat, with the steamers early in April and proceeded down the river, took on a number of sol-

diers and their stores at Saskatchewan Landing (the crossing of the trail from Swift Current to Battleford) and proceeded on down stream to Clarke's Crossing (now Saskatoon) at which point more soldiers and supplies were taken aboard, and proceeded down the stream, finally arriving at Batoche and the forks of the Saskatchewan River. From this point, we proceeded up stream to Prince Albert, Battleford, Fort Pitt and Edmonton. Two trips were made between Battleford and Edmonton, carrying soldiers and supplies. When the rebellion was over, the soldiers for Winnipeg and eastern Canada, with their stores were taken aboard, and with a barge full of wounded soldiers, started down the Saskatchewan River, finally arriving at Grand Rapids, the mouth of the Saskatchewan into Lake Winnipeg. At this point our cargo of soldiers and their stores were transferred into Lake Winnipeg boats and we returned up the Saskatchewan.

The "Minnow" was sold to a lumber firm at Battleford on the return trip, the Alberta and the Baroness being brought to Medicine Hat. At this point the Alberta was hauled out of the stream and dismantled, the machinery being loaded on the Baroness which was brought to Lethbridge, and also dismantled.

The hull of this boat was also pulled out of the river and the remains of it were to be seen for some years on the banks of the river here.

Contract Between Galt Company And C.P.R. for Coal Signed in 1883

As the Herald Jubilee editors have been gathering material for this edition, many interesting documents have come to hand. One of the most interesting was received only a few days ago from P. L. Naismith, from 1900 to 1913, manager of the Alberta Railway and Irrigation Co., now residing at 1598 Rockland Ave., Victoria, B.C. This was a copy of the first contract entered into for the delivery of coal by the North Western Coal and Navigation Co. to the Canadian Pacific Railway. This contract, signed the 26th day of October, 1883, reads as follows:

"THIS AGREEMENT, made between the North Western Coal and Navigation Company, Limited, a body corporate and politic, duly incorporated under the Imperial Companies Acts, 1862, to 1880, first party, and the Canadian Pacific Railway Company, second party,

WITNESSETH:

"That the first party agree to deliver to the second party at Medicine Hat, in the province of Assinibola, North West Territory

of Canada, five thousand tons of coal of equal quality to that already furnished by them to the second party, the said coal to be delivered on the cars of the second party on a track conveniently located on the bank of the river at Medicine Hat; and in case of failure on the part of the said second party to furnish such cars so that the boats may not be unreasonably delayed by transferring from the boats to the cars, delivery shall be made on a platform contiguous to said track. Delivery to be made between the first day of May and the first day of August, 1884, by water.

"The said sale and delivery is so made in consideration of the price of six dollars per ton delivered as aforesaid, which price the said party of the second part agrees shall be paid monthly to the said first party on or before the 20th day of each month in proportion to the quantity of coal delivered during the preceding month in accordance herewith.

"In Witness whereof, the parties hereto, have executed these pre-

sents this twenty-sixth day of October, 1883.

The Canadian Pacific Railway Co.

By (sgd.) W. C. VanHorne, General Manager.

The Northwestern Coal and Navigation Company, Limited,

Per (sgd.) A. T. Galt, Director.

Weghmaster's Books

How this contract was carried out after the N.W.C. and N. Co. built its railway from Lethbridge to Dunmore is shown in a couple of books which are prized possessions of W. H. Ripley, son of Robert Ripley, for several years weighmaster of the N.W.C. and N. Co. Each day the coal loaded on to the company coal cars in the railway yard were checked by the weighmaster, and entered in a book and totalled. For instance, on Jan. 23, 1883, there were loaded out 898,700 pounds, or 449 tons. It took 48 cars to load this amount of coal, the average per car being about 18,500 to 19,000 pounds or between 9 and 10 tons. This compares with the big coal gondolas of today which load 55 to 60 tons.

Shipments in February, 1889, were as follows:

Date	Pounds
Feb. 7	890,500
Feb. 8	866,520
Feb. 14	913,300
Feb. 20	922,200
Feb. 21	724,200
Feb. 22	671,600
Feb. 27	1,038,000
Feb. 28	773,500

These figures would indicate that in the month of February, 1889, there were shipped only 3451 tons of coal. The books which Mr. Ripley has run through until January, 1893.

DETECTIVE PAT EGAN "BAD MEDICINE" FOR HORSE THIEVES

By THYRZA YOUNG BURKETT

The famous words of the N.W.M. Police "noblesse oblige" are revealed in a story taken from official records, about police officer Sergeant Pat Egan.

Not many years ago, horse and cattle rustlers were a thorn in the flesh of the police. The honors were fairly divided between the red and white then, and many small fortunes were made and lost overnight.

Range horses were "lifted" by night, and mavericks or young unbranded animals were driven off and marked with a new brand so that identification was very difficult.

In one district near Lethbridge, a gang of thieves had been working the game very profitably for some time. But through the smartness and dogged patience of Officer Egan a stop was put to their practices.

It had been suspected that the rustlers were working in co-operation with some unscrupulous ranchers. Their raids were timed which made it quite clear they were receiving special information on various stock-owners, movements of the police and "round-ups."

Sergeant Egan, who had done good detective work of this nature before, was sent to clear up the mystery. Attired in plain clothes, he paid a visit to this particular part of the country and watched until his suspicions fell upon a certain rancher. He followed his hunch.

He went to the ranch-house in question looking a good deal like any other hobo.

"Got a job you can give a fellow?" he asked.

The Boss was presumably impressed.

"What can you do?" he asked.

"Done any broncho busting?"

"No I ain't keen on bronchos. Not in my line. But I can do odd chores, and I'm a first class cook."

"Well, there's your bunk in that shed," said the Boss. "I'm in need of a feller for light work just now."

So Egan was hired. He made himself so useful that the job lasted four or five months. In fact, through the winter.

One spring morning the ranch-

er asked Egan, "Do you think you can ride a bit now?"

Egan replied "Well, I can try, perhaps I've had enough practice to stick on pretty well."

"Good," said the rancher.

"That's fine. Come along, I've got a job for you."

The two men rode on and on until they came to the foothills. Egan was on the alert. He kept his weather-eye open. He had a hunch there was a surprise in store for him. There was. In a corral, neatly sheltered from observation by a circle of low bluffs, was a fine bunch of mavericks.

"They certainly belong to someone else, as I know the exact count of the stock on the ranch," thought Egan.

He dutifully followed his employer's instructions, and assisted in the branding of the animals. After each animal had been stamped with the rancher's brand, the horses were herded together, and they started on the homeward journey driving the horses ahead.

The men soon came to a forked road. One road led back to the ranch, while the other road led south to a police post. Egan herded the horses together and headed them down the south road toward the police post.

"See here, what are you doing?" cried the rancher amazed. "Swing 'em around this way; that road don't lead to the ranch; you fool!"

"I guess we'll take this road," Egan answered.

"That's the road to Twenty Mile. This other's our trail."

Sergeant turned on his saddle. "I know what I'm doing," he said quietly. "We're going to Twenty Mile. I guess it's about time you knew who I am. I'm a Mounted Policeman. You're the fellow we've been looking for an. I reckon we've got you fixed."

Egan drew out his revolver. He sent the rancher ahead and later arrived at the Post with his man and the evidence.

—1885-1935—

In 1907 Lethbridge had four policemen, headed by Chief Parry.

In 1907 Lethbridge had only 13 public school teachers headed by Principal W. A. Hamilton, now police magistrate.

After 45 Years

We have kind remembrances of old friends and old times and have every reason to have the same regard for present day associations. We congratulate the city and extend good wishes to one and all on this golden jubilee.

McLeays'

MILLINERY WOOLS FANCY GOODS



TYPICAL FARM HOME GARDEN AT COALDALE

The Village of COALDALE

wishes to congratulate the people of Lethbridge on their 50th Anniversary and to assure them that while we are outside of your city limits, it always gives us great pleasure to visit you.

We sincerely trust that the same friendly relations will continue to exist between us until you celebrate your centenary.

R. J. BALDREY, Reeve.

ANNIVERSARY:

In Our Dictionary It Is—

"An Occasion for Looking Forward"



To the people of Lethbridge, General Motors sends congratulations on this Golden Jubilee of the founding of the city. We offer best wishes for the success of your celebration.

It is pleasant to look back over the years and review past achievements. But what is more important is an eye to the future.

Two years ago we had our silver anniversary in the motor industry. Looking back, we could count the invention of the Self-Starter—the popularization of Four-Wheel Brakes and the closed automobile body—the development of Duco, Chromium Plating and many another fundamental advance—to the credit of General Motors.

But the eyes of our engineers were on the future, their ears to the ground. Through Canada-wide "customer research," they sounded out the views and ideas of thousands of motorists. Results? In 1933 came Fisher No-Draft Ventilation—first and only satisfactory answer to automobile "air-conditioning." 1934 brought Knee-Action front wheels—today's very best assurance of the most in riding ease. And this year, General Motors has changed all your old ideas of closed car safety, comfort, smartness—with the revolutionary new Turret Top of solid steel!

You judge a leader by action, not by claims. That is why the cars of General Motors are far and away the big leaders in public preference. That is why people are saying now, "Count on General Motors to make the big strides in tomorrow's progress."

GENERAL MOTORS

Products of Canada Limited

AN EYE TO THE FUTURE—AN EAR TO THE GROUND

CHEVROLET

LaSALLE

PONTIAC

CADILLAC

OLDSMOBILE

CHEVROLET, MAPLE-LEAF AND G.M.C. TRUCKS

McLAUGHLIN-BUICK

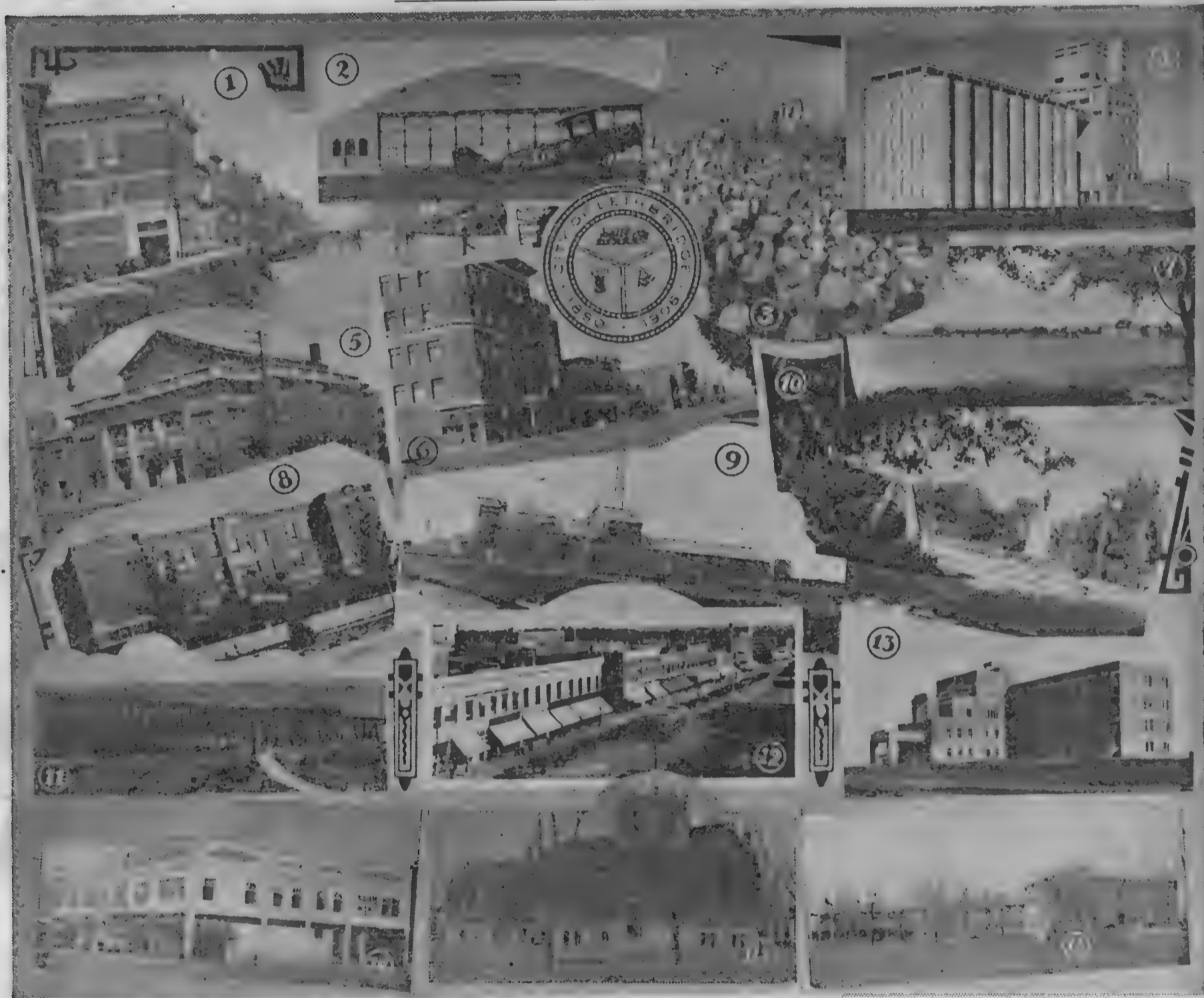
The Lethbridge Herald

THIRD SECTION.

LETHBRIDGE, ALBERTA, THURSDAY, JULY 11, 1935.

PAGES 81 TO 124.

Modern Lethbridge—A City That Was Built To Serve the Needs of Southern Alberta



From its small beginning as a coal camp in 1885, Lethbridge has grown to keep pace with and to serve South Alberta's increasing population and industry as the pictures above will show. The layout shows: 1—Fifth Street looking north from the Alexandra Hotel. 2—The aerodrome serving Lethbridge 200-acre flying field. 3—A Fair Day crowd in front of the big grandstand. 4—The 1,250,000-bushel government interior storage elevator. 5—Southminster, formerly Wesley, United Church. 6—Third Avenue business section, looking west, showing the Sherlock building in the foreground. 7—A glimpse

of Henderson Lake, the bridge and pavilion at Henderson Park, containing well over 100 acres. 8—Lethbridge Collegiate Institute, built seven years ago. 9—Canadian Sugar Factories, Ltd. \$1,750,000 plant at Raymond, 20 miles south of Lethbridge, where 63,000,000 pounds of sugar were made in 1934. 10—Two monuments in Galt Gardens, that in the foreground being erected to commemorate the discovery of coal at Lethbridge in 1872 by Nicholas Sheran, and the other the memorial to men of Lethbridge killed during the Great War. 11—Great C.P.R. viaduct, a mile and 47 feet long, 307 feet high, over the Oldman

River on Lethbridge's western outskirts. 12—Fifth Street looking south. Wide streets in the business area are a feature of which Lethbridge is proud. Plenty of room to park cars and still allow for heavy traffic. 13—The 105-bed, fully modern fireproof St. Michael's Hospital, operated by the Sisters of St. Martha. 14—The beautiful white McFarland building on the corner of Sixth Street and Fourth Avenue. 15—St. Augustine's Anglican Church. 16—Galt Hospital, 100 beds, municipally owned, established in 1891 by Sir Alexander Galt for employees of the Galt concerns and later turned over to the city.

LETHBRIDGE—Coal Banks in 1884, named in 1885—is today the third city in size in Alberta, with a population of 13,489 according to the census of 1931, the trading centre of southwestern Alberta, doing a retail business of more than \$3,000,000 annually, and centre of the South Alberta irrigation belt. Fifty years have made it the centre of one of the most prosperous areas of Western Canada, with ranching, grain growing, mining and manufacturing its chief mainstays. Lethbridge today looks forward to its next fifty years, confident that the foundation laid by the men and women of '85 and since, will stand it in good stead, and that steady development along sound and practical lines will enable the city to serve its territory with increasing efficiency.

Thanks to the foresight of the founders of Lethbridge it is a city of wide streets. Hundred foot streets prevail throughout the business and most of the residential section, and needless to say, in these days of heavy automobile traffic, wide thoroughfares are greatly appreciated. Thanks also to the early residents, Lethbridge has escaped the barrenness of so many prairie towns and cities—trees in abundance line the

streets, gracing wide boulevards, while three fine parks provide playgrounds for the people. Of these Galt Gardens, named after Sir Alexander Galt, occupied ten acres in the centre of the business district; Henderson Park with its lake, agricultural exhibition grounds and playing fields, 296 acres, while Adams Park in North Lethbridge covers eight acres. Practically every street in the city is tree lined, so that Lethbridge gives more the appearance of an Eastern Canada city than one on the bald-headed prairie.

A Well Equipped City

In its growth from nothing at all in the middle eighties to the present day, Lethbridge has graded 60 miles of streets of which 34 are gravelled and 3½ miles are paved. The city has 40 miles of water mains, 50 miles of storm and sanitary sewer mains, 50 miles of sidewalk, owns its own electric power plant, its own waterworks system, its own filtration plant to supply pure water, its own sewage disposal plant. It maintains a street railway service, and owns its own coal mine close to the power plant, supplying the fuel for manufacture of electric current. Besides owning its own power plant, the city is connected with the Calgary Power Co. hydro

transmission lines for standby purposes. Though Lethbridge is built on a bed of coal, it is connected with the natural gas fields of Bow Island, Foremost and Turner Valley through the mains of the Canadian Western Natural Gas, Light, Heat and Power Co., and has an unfailing supply of this economical fuel with which most of the homes are heated. The city is also the centre of the southern district for the Alberta Government Telephone system, and has more than 3000 telephones in operation in the city exchange. In all, Lethbridge is well served with all the utilities which go today to make up a well equipped community with its citizens enabled to live on a high standard of comfort and convenience.

And Well Managed

Despite all the expenditure necessary to equip Lethbridge to give modern community service, the city, with its city manager system of government, has been able to provide for the needs of the people and still maintain a financial stability which is the subject of comment across Canada. With a public debt of some \$3,750,000, there are at time of writing more than \$2,100,000 in the sinking fund to meet the

debt, and by 1943 most of the outstanding debentures will have been written off, and Lethbridge will owe less than a million dollars. By that time, it is hoped that the city utility system profits will pay all the ordinary costs of government, and that the only tax levy will be for school purposes, and to provide funds for public works. For it is the stated purpose of the city administration that, when outstanding bonds are paid off, all capital expenditures will be paid out of current revenue from taxation, and Lethbridge will continue a debt-free city unless an emergency should arise which would require heavy unforeseen expenditure.

Other Community Facilities

So much for the municipal set-up. The city is well equipped with schools, there being six public schools, a Separate public school, an 18-room Collegiate Institute, and St. Patrick's (Separate) high school, and St. Aloysius convent for primary pupils. More than 3000 pupils attend Lethbridge schools, which afford higher educational advantages not only for Lethbridge students but for many who come to the city from a wide area to complete their secondary education.

In the matter of health Leth-

ridge again has reason to be proud of the provisions made. Two outstanding hospitals have been provided. Galt hospital, municipal, is, as its name would imply, an institution which has come down to us from the early days. In its inception it was provided by Sir Alexander and Elliott T. Galt, founders of the Lethbridge coal industry, as a hospital for the employees of the Galt mines and railway system. Some 20 years ago it was turned over to the city and, becoming a municipal hospital, was greatly enlarged and modernized until today it has some 100 beds, and is thoroughly equipped. St. Michael's hospital, built and operated by the Sisters of St. Martha, is a fire-proof 150-bed hospital of the latest construction, and equipped with the latest paraphernalia for the care of the sick.

For Recreation

In the matter of sport, fraternal and athletic clubs and societies as well as service clubs, Lethbridge is well organized, and citizens find many outlets for their leisure hour activities. For the young people a \$75,000 Y.M.C.A. provides winter and summer recreational and physical training facilities. Playgrounds for all the

(Continued on Page 82.)

Development of City's Utilities

The electric light and power plant became a city utility on September 1, 1908, when it was taken over from the Lethbridge Electric Company. Sixteen months later it was burnt down, on New Year's Eve, December 31, 1909, when the present plant, with additions and improvements, came into being. During all the period of operation under municipal ownership only on one occasion was there a deficit recorded namely, for the year ending December 31, 1909, the first year of operation, amounting to \$2767.

Only two boilers were installed when the plant commenced operating after the fire. These were manufactured and installed by Babcock and Wilcox, rated at 240 H.P. at a working pressure of 160 pounds to the square inch. During

August, 1910, another two boilers similar to the first two were installed, completing the south battery. During 1912 an addition was made to the north side of the boiler room and another four boilers the exact duplicate of the previous four were installed.

Brought Up to Date
During June, 1918, two boilers were taken out on the north battery and sold to the Canada Starch Company, Fort William, for \$24,000 with an additional turbo-generator, Unit No. 4, added and put in operation during June, 1919. On September 14, 1931, the power house was brought up to date with the latest equipment by the installing of a turbo-generator from the Oerlikon Company, Switzerland, and two new boilers. The cost of the new equipment, \$200,-

000, was capitalized for a period of 15 years, and is being liquidated annually from revenue from the electric light and power department.

City Waterworks

The waterworks became a city utility on December 1, 1904, when a five-year agreement was entered into between the city and the Lethbridge Electric Company to supply electric power to operate the city pumps for pumping water to supply the city, with a minimum bill of \$175 a month and a maximum of \$235, provided the pumps did not operate over eight hours a day. This is the first record of water being pumped to the citizens.

These pumps were installed and operated by Arthur Reid, before he

was commissioner of public utilities, until the city took over the electric light plant in 1908, when Mr. Reid was appointed superintendent of utilities. The pumps were operated until 1926 when they were discarded for pumps of a modern type.

Filter Plant Installed

In 1917 the present filter plant was installed, a contract being entered into between the city and the Roberts Filter Company of Darby, Pennsylvania, at a cost of approximately \$125,000. The plant was put into service on March 18, 1918, and since then the citizens have been supplied with excellent aqua pura.

City Coal Mine

The city coal mine has been in operation since the city started its

own electric plant with the late Hugh Scott appointed first superintendent. Alfred Davis is the present superintendent with a long number of years of service to his credit.

Street Railway

The street railway was built for the Dry Farming Congress which was held in Lethbridge, with the first sod turned in September of 1911 by Mayor Elias Adams. It started operation in the following year. Since then it has cost the taxpayers in annual deficits the sum of \$778,000. The sum of approximately \$490,000 was borrowed for the construction of the railway, and the majority of the annual payments will expire Jan. 1, 1942.

Mayor For 16 Years

The Career of W. D. L. Hardie

Early life of William David Livingstone Hardie, well known Lethbridge old timer and former chief magistrate of this city, is so closely knit with the development of Southern Alberta's vast coal fields, that a recital of the mining engineer's life history provides a pretty clear picture of the coal industry here as well.

Mr. Hardie came to Lethbridge in 1889 and has resided here continuously since, with the exception of a short time he was retained as mining adviser in the Republic of Mexico. Unfortunately for historians, Mr. Hardie never kept a personal diary, as so many others of the old timers did, and his recollection of dates may be slightly faulty, he admits.

Born in Bathgate, Scotland, in 1862, William Hardie emigrated with his parents to the United States at the tender age of one year. The family settled at Youngstown, Ohio, when young Hardie resided until he was 10. Then he was sent back to Scotland to be educated.

Graduating from Glasgow Uni-

versity, at the age of 31 with degrees in civil and mining engineering, Mr. Hardie returned to Pennsylvania in 1884 where he was married in the following year. After engaging in the mining industry there, he moved to Birmingham, Alabama, and later to Tennessee.

Mr. Hardie first saw Lethbridge in 1889 and he came at the call of the late Sir Alexander Galt. And there's an interesting yarn in connection with his arrival.

Galt had early discovered semi-bituminous coal—an excellent domestic variety—in the banks of the Belly River near Lethbridge. He started by shipping it by water down the river but this scheme proved a failure because the boat burned as much coal to bring it back to Lethbridge as it could carry.

Then Galt formed a friendship with Marcus Daly, head of the huge smelter at Anaconda, Montana. By means of the old narrow gauge railway to Medicine Hat, a sample of Lethbridge coal was shipped to the Montana smelter via the Northern Pacific Railway and Daly promised Galt that if the latter would build a railway between Lethbridge and Great Falls, he would buy all the coal Galt could produce. This was about the year 1886.

Galt got right to work. He was at that time High Commissioner to England and he went to the Old Country to raise the money to build the railroad. It involved a huge sum but shortly actual construction work began. So bright were the prospects of the coal industry, that Galt sent for Hardie to come and work for him as assistant superintendent. Hardie came.

The railroad was completed by 1889 and Galt prepared to ship coal to the Montana smelter. Imagine the consternation of local coal men when they learned that Daly had opened a mine of his own at Belt and was shipping 5,000 tons a day to his smelter. He would not take any of Galt's coal.

Lethbridge was in a panic in those days and it took years to put it back on its feet again. "The prospect was pretty blue for a long time," Mr. Hardie told the Herald.

Mr. Hardie was employed by the Alberta Railway and Coal Co. as assistant mines superintendent. William Stafford was superintendent. Removal of coal from No. 1 shaft had started in about 1888. Its site was a short distance west of the present C.P.R. machine shops.

In 1891 the Lethbridge old timer severed his association with Sir Alexander Galt and went to the Republic of Mexico. He was engaged in coal mining there for two years. Then he went to Scranton, Pennsylvania, where he re-wrote the mining course of the Scranton School of Mines. Back to Lethbridge he came in 1894 as superintendent of Galt Mines.

No. 2 shaft was just north of the present International Harvester Co. building. It soon petered out and Mr. Hardie worked No. 3 shaft and No. 1 at the same time. The site of No. 3 is the former village of Staffordville, now part of the city of Lethbridge. All these early mines were of a depth of only 300 feet.

MAYOR 16 YEARS



W. D. L. HARDIE,

who was mayor of Lethbridge from 1913 to the middle of 1928.

No. 4 shaft was never worked for coal. It was situated just north of No. 3 and was used as an air shaft for the latter mine. It was built as a mine shaft but never used as such. This was the first case in the Lethbridge district where a separate air shaft was used. Previously the shaft had

been divided to permit of the circulation of air.

No. 5 and No. 6 were sunk at the same time, about 1910, and No. 3 was not shut down until Feb. 15, 1924. No. 5 was used as an air shaft for No. 6. This year No. 6 was shut down and No. 8, across the river, opened. No. 7 is an air shaft for No. 8.

In the year 1910, Mr. Hardie severed his connections with the Galt interests for the last time, going to Diamond City as mine superintendent, for the now defunct Diamond Coal Co. He remained in charge across the river for two years but a shaft was never sunk owing to the lack of finances.

In the year 1912 Mr. Hardie ran for the office of mayor of Lethbridge. He was elected and took office at the first of January, 1913. He was privileged to serve as the city's chief magistrate for 16 years, dropping out when the managerial form of government was endorsed.

Ex-Mayor Hardie is now acting superintendent of the Dominion terminal elevator in Lethbridge. He played an active part in the development of Lethbridge's coal fields from 1889 to 1912 and after reviewing the early history of mining here, he feels that the days of peak production are passed. There is still an abundance of good domestic coal under the ground but in the opinion of Mr. Hardie, gas and electricity have come to stay, shoving coal to a place in the background.

Mr. Hardie's vision of the future

AN EXPLANATION

Readers will notice that the numbering of the pages in this section of the Jubilee Edition is somewhat irregular. Owing to a rush of late advertisers it was necessary to increase the number of pages from 40 to 44 to accommodate them. These pages are inserted in the centre of this section as pages 119, 120, 121 and 122. The tabloid make-up of the Jubilee Edition made it impossible to add these pages in the ordinary way.

foresees high tension electrical lines traversing all this southern part of the province. Under the ground over which the powerful electrical impulses surge, lie millions of tons of high quality coal—never to be lifted.

—1885—1935—

Lethbridge's first mayor was C. A. Magrath, later Member of Parliament, chairman of the Ontario Hydro Commission for several years and chairman of the international joint commission, Canadian section.

—1885—1935—

The first white boy born in Lethbridge was Dannie Delay.

Modern Lethbridge

(Continued From Page 81.)

popular summer outdoor sports are in evidence, and a \$25,000 hockey and skating arena as well as a curling rink provide for the chief winter sports.

Some 18 or 20 churches in the city own their own church properties, a long step forward from the days of the early missionaries among South Alberta Indians, and those first citizens who held Sunday services in any newly erected building which might be available.

In the matter of service to the people of South Alberta providing for their material wants, the fact that Lethbridge is able to do a total of eight million dollars in retail trade annually, as shown by the 1931 census of retail establishments, is evidence that the city has kept pace with the countryside. Railways and all-weather highways radiate from Lethbridge in all directions, making the city easy of access to the people of the surrounding territory, and merchandise establishments of every description cater to the wants of the people. Fine hotels, theatres, departmental and specialty stores bring thousands of people to the city each week. In addition, Lethbridge is a wholesale and railway centre, standing third in the province of Alberta in that regard.

Our Objective

It would not be too much to say that Lethbridge is intent on becoming the best "small city" in Canada, providing the services to its district which the people may rightly expect. Its Board of Trade has always been actuated by the policy of service to the rural communities which make it. Booms have never been the aim of its business and professional citizens, but rather the steady growth which comes from the development of industries based upon the natural factors of soil, sunshine and water. "The Gateway of Opportunity" is on the city's coat of arms, and that is what its citizens will ever hope that Lethbridge will be.

IT'S A LONG STEP BACKWARD—

When You Think What Movies Were 50 Years Ago

Remember the old Keystone cops, the famous serial "Million Dollar Mystery." All silent—yet it provided good entertainment then!

BUT TIME MARCHES ON!

Science discovers a new art—talking pictures in 1926, bringing a realism to the screen never before dreamed.

Today We Offer to the Public the Finest Theatre in Southern Alberta

Equipped with wide-range recording, the latest development in talking pictures.

CAPITOL

YOU CAN'T GO WRONG ON A CAPITOL SHOW

1885—Celebrate the Jubilee—1935
SEE A CAPITOL SHOW

Early Days of Lethbridge from 1882

This history of the Early Days of Lethbridge, from the arrival of Capt. Bryant and the late William Stafford in 1882 on, is told by Mrs. Jean Stafford Kelley, now a resident of Calgary, from notes supplied by William Stafford Jr., now living retired in Vancouver, who came west with his father in 1882 to locate and develop a coal mine for the Galt interests. Mrs. Kelley came with her mother and the other members of the family in June, 1883, and as a result this story of Lethbridge's early days bears the stamp of authenticity. The names of many old timers of those two or three years before Lethbridge was named and the railway arrived in 1885, are seldom remembered by other historians:

(By Mrs. Jean Stafford Kelley.)

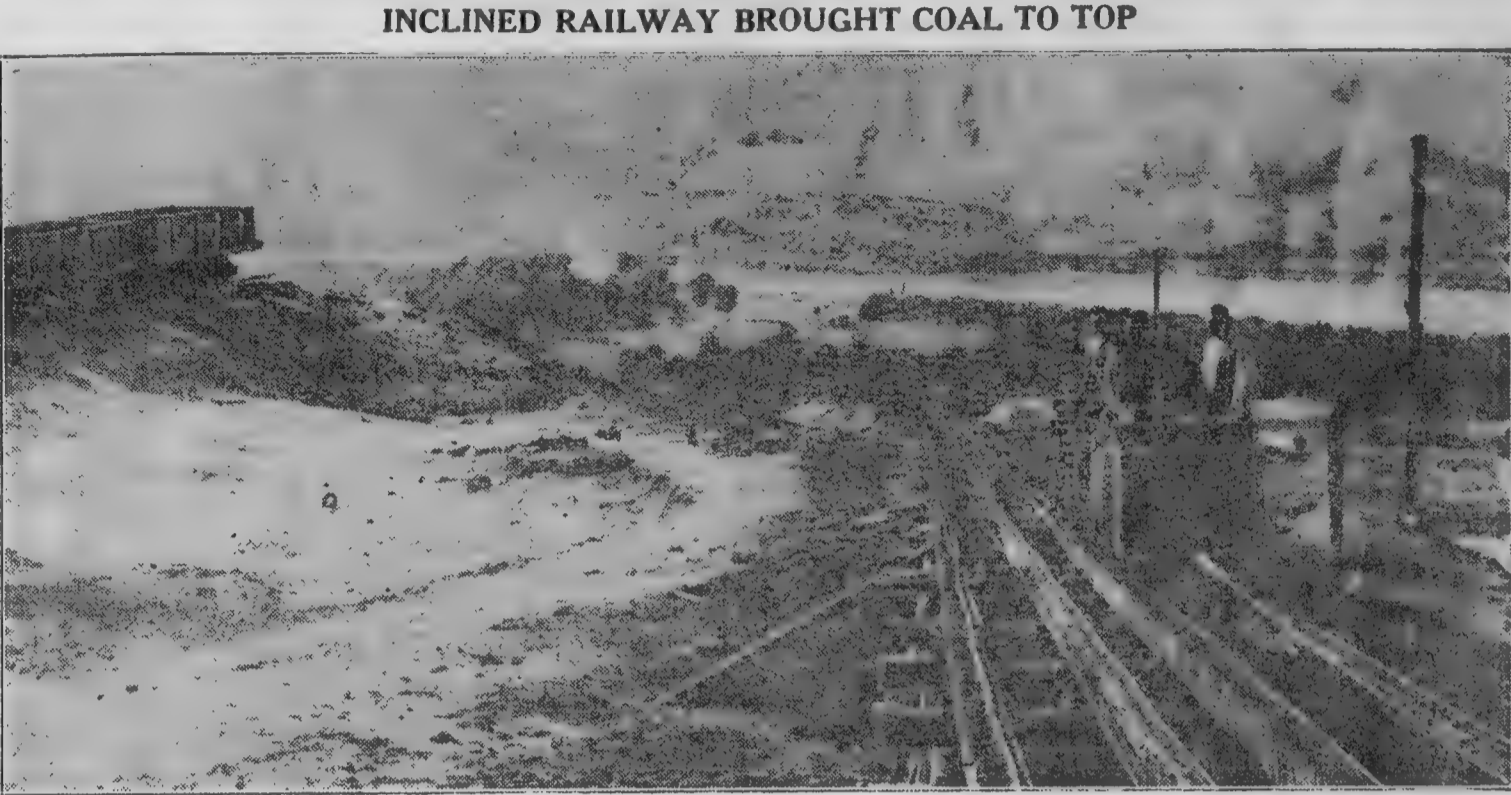
TO BEGIN a history of the early days of Lethbridge, one must go back to Mr. Nick Sheran, who started a coal mine on the west side of the river in the early days. Nick Sheran came to Alberta in the year 1870 just about the time Fort Whoop-Up had been finished by John Healey and Joe Healey, and other fur traders from Fort Benton, Montana. This fort was situated some 12 miles from where Lethbridge now stands at the forks of Belly and St. Mary's rivers. The real name was Fort Hamilton. It was built for the purpose of protecting the fur traders from the Indians when they became very quarrelsome from drinking whiskey. They say the fur traders would have a washtub full of whiskey sitting behind a wicket, and would dip up a cupful of this and hand through the wicket to the Indian, after he had handed in his buffalo robe or other furs. A quart of whiskey bought a fine pony. In the springtime wagon loads of these furs would be taken to Fort Benton—200 miles away, and be sold or traded by the fur traders. Mr. Sheran was a Roman Catholic by faith, and came from New York. When he was just a boy he enlisted in the Emigres Irish Brigade and was one of those who answered the roll call after the battle of Gettysburg. Mr. Sheran, it is said, had been a sailor, and was shipwrecked in the Arctic and had lived three years with the Eskimos in the north before he got a chance to get away. Later he came to Montana, and then on to Alberta. (It is said he had been a friend of the Healeys who built Fort Whoop-Up while in Montana). He found the first coal at the junction of the Old man and St. Mary's rivers, but only a small seam two and a half feet thick, and found it did not pay to mine; although he shipped some coal to Fort Benton by Diamond A. Brown, and T. C. Powers' bull teams. Later Mr. Sheran came north and opened up what is now the Federal Mine, opposite the city.

From here coal was freighted to Macleod for many years, and from this mine located on the riverbank, the place was named Coal Banks. So-to-ko-ki is the Indian word meaning coal, or black rock, and this is the Indian name for Lethbridge.

In June, 1882, while aiding Col. Macleod and party to cross the river at Fort Klipp, Nick Sheran was drowned and his body was never recovered. Mr. Herbert W. Savery, a rancher at Klipp, was an eye-witness to the accident, and rode to Macleod to notify Mr. Sheran's sister. A brother, Mike Sheran, then came out from New York, and took over the operating of the mine, and with an assistant, Fred Weir, ran the mine until 1885, when he died, and his sister had his body taken to Macleod for burial.

Miss Marcella Sheran, a sister of these Sherans, came to keep house for her brother Nick in the early 70's, and as her marriage was the first white marriage in this district, it would not be right to leave out this item.

A clipping from the Benton River Press, August, 1877, says, "Joseph MacFarlane and Miss Marcella Sheran, were married at Whoop-Up, British North West Territory, on the 4th of July last. Father Scollan performed the ceremony, and the happy couple receiving a salute of six guns from Fort Whoop-Up, after which they were escorted to the Mac-



Here's a picture taken in 1890 showing the operation of the inclined railway which brought the coal from the mine, a drift into the seam on the river bottom, to the bankhead on top of the bench where it was dumped from the pit cars, to be loaded into coal cars of the N.W.C. and N. Co. railway. This inclined

railway grade can still be seen just north of where the C.P.R. high level bridge now stands. The tree-covered river bottom, the Belly River (now Oldman) and the cutbanks on the west side can be seen. Four of the early day miners are riding the pit car loaded with coal to the top.

Farlane Mansion by their friends."

This is the first marriage of a white couple recorded at Whoop-Up. Such is the progress of civilization.

Mr. James Sheran who with his family resides about four miles from the city, on the west side of the river, is a cousin of these Sherans, and came out after the death of Mr. Mike Sheran to take charge of the mines—afterwards moving to his ranch.

The North West Coal and Navigation Company

In 1881, Sir Alexander Galt, high commissioner of Canada, and his son, E. T. Galt, Mr. Burgess, president of the Grand Trunk Railway, Baroness Burdett-Coutts, Baring Brothers, bankers and associates, knowing that the C. P. R. would run its line somewhere near the coal dispositions on the Big Bow river, or near what was called "Coal Banks," sent Captain Nicholas Bryant, who with his brother Capt. John Bryant, had been working the London-derry Iron Mines under lease, to examine and report on those coal fields in the fall of '81 or winter of '82, as they wished. They wanted to have a coal mine opened up to supply the C.P.R. railway, which was then built as far as Brandon. Capt. Bryant's report, being favorable, the company decided to send out a small party to prospect and do some development work before the railway reached the coal fields. Capt. Bryant, not being familiar with coal mining, wished to secure a man with that knowledge who could open the mines, and on enquiring of Mr. H. S. Poole, manager of the Acadia Coal company, Westville, N.S., to recommend someone, he picked Mr. Wm. Stafford, Sr. So after the necessary arrangements were made, Mr. Wm. Stafford and son William, left Westville, N.S., on the 22nd day of May, 1882. At Londonderry they met Capt. Bryant, Mrs. Bryant and daughter Ada, Tom and James Stephens, and Breton Stephens, cousins and nephews of Capt. Bryant. They started together on what proved to be a long journey, arriving in Montreal on the 24th of May, came on to Toronto, then to Chicago and St. Paul. Here they took a ride on street cars drawn by horses; then on to Dakota, travelling through the prairies to Bismarck. Here boats loaded freight and passengers for Fort Benton, Montana, which was the head of navigation and the distributing point for Northern Montana, as well as Alberta.

They were 14 days on their journey. The captain on the boat used to tell them stories of the herds of buffalo that crossed the river in the '70s—how he had to stop the boat once until they got across, as it was impossible to force a way through the herd. They saw a lot of dead buffalo being carried down the river with the high water. People told them that a herd of about a 1,000 buffalo had taken shelter in one of

the river bottoms—the snow being deep and crusted, and that the buffalo hunters had killed the whole herd. To corroborate this, they saw great piles of buffalo skins, piled up waiting to be shipped to St. Louis. They claim that that was the last big herd of buffalo seen in Montana.

They reached Fort Benton about the 4th of June, bought cooking and camp outfit, and camped near the old fort, which was built of sundried brick. They each bought a buffalo robe to use as a mattress from the I. G. Baker company, who had a log warehouse with piles of them scattered over the floor. You picked your own robe—\$10.00 for the largest—\$8.00 for a smaller size, and \$6.00 for split robes, all nicely lined.

Start For Macleod

Mr. Howell Harris, a pioneer of Lethbridge, and Manager of the Circle Ranch for years (who died recently) was running a livery and sale stable at Fort Benton at this time, along with Frank Strong. Having secured a team of horses and wagons and supply of provisions, they started for Fort Macleod. Capt. Bryant had shipped a team of horses out to Benton with Chipman Bros. from Halifax, who were starting a horse ranch at Pincher Creek. James Nancarrow, a cousin of Capt. Bryant's, who came out with the horses, met with an accident and got his leg broken. They came on across from Benton, camped on the Belly River, then on down and camped at the foot of the coulee where the pumping station now is. Sgt. Spicer and two Mounted Policemen were camping near the Sheran mines, acting as customs officers, and seeing that there was no liquor entered without permits. While prospecting, this party went around by Rocky

Coulee, and camped on Willow Creek, until Mrs. Bryant got a place to stay. They then went up to Blackfoot crossing, and were there a month. Walker King and Wm. Lowther came out to this camp. They were hired by the company, and brought a portable sawmill to Macleod. Capt. Bryant, with the Stephens boys and Lowther went back to Macleod, got the saw and set the mill up in the Porcupine Hills about 30 miles northwest of Macleod. Sir Alexander Galt, E. T. Galt, and a party drove out a few days after to the camp, and they decided to open a mine at what is now Lethbridge. Mr. Stafford and son went up to the mill, which had been started by this time, and it did not take long to get enough lumber to build a house for Mrs. Bryant, who was living in a tent. They then left for Lethbridge on Oct. 1, and had to stay about a week at Macleod, as there was a big snow storm. Macleod was on an island during high water. After getting a supply of provisions they started for Lethbridge.

First Entry Oct. 13, 1882

Arriving here they started the mines tunnelling into the side of the hills on the river bottom, just west of this town—October 13th, '82. James Nancarrow did the cooking, as he still had to use a crutch and could not work at the mines. Bill Lowther and Capt. Bryant brought a six-horse load (lumber down from the mill, and they got a shack built over where Mr. E. T. Galt's residence built in '83 afterwards stood. Shortly after New Year's Capt. John Todd, Nels Todd and the captain's two sons, William and John, Abe Whistler, Bill Hughes, all from Yorkton, Dakota, ship-carpenters, came in to work. There was a shack 12' by 16' in which they

had to cook and sleep as it was 35 degrees below zero. You can imagine how crowded it was until they got a tent. They laid half in bed and half out. They got lumber to build the cook house that later James J. McKay and family lived in. The company figured on shipping coal by the river to Medicine Hat, and started by building a boat—"The Baroness." They bought a bull team and string teams to haul the lumber from the sawmill, and these teams took coal back to Macleod with them.

New Arrivals

On March the 22nd, 1883, Mr. Stafford left for Nova Scotia for miners. The C.P.R. at this time had built west to Swift Current. The first part of June Geo. Bezan-ton, Jas. Conn, John Stewart and two Emery Bros. came up by way of the Missouri to work in the mine. Later in June, the 30 miners came to Lethbridge and at the same time Mr. Stafford brought his wife and family and nine other children and his sister, Mrs. Hill. They landed in Lethbridge about the 20th of June. The railway was built as far as Medicine Hat, and Mr. Stafford and party drove from there. When near what is now Chin Coulee they saw a small bunch of buffalo, and Norquay, one of the company's drivers, and some of the men shot four or five of them. The company built a house for Mr. Stafford and later in the summer built one for Capt. Bryant, and Mrs. Bryant and daughter moved to Lethbridge in August. They put up a store, built a ferry boat for crossing the river. Capt. Stewart of Pincher Creek, secured a contract to haul the mail from Medicine Hat to Macleod. The Galt company took this over later. The hull of the company's boat being finished.

(Continued on Page 84.)

CONGRATULATIONS TO LETHBRIDGE ON THIS GOLDEN JUBILEE— 1885-1935



FARMERS AND RANCHERS

Of the 50 years development of Lethbridge and district we have had the privilege and pleasure of assisting since 1921.

By selling your cattle, hogs and lambs to us you will be supporting an industry that is financed locally and not from an outside source.

W. T. HILL & CO.
LIVESTOCK DEALERS AND EXPORTERS
LETHBRIDGE, ALTA.

An Early Medico in Lethbridge

(Continued From Page 83.) they launched and floated it to Medicine Hat to put the machinery in and finish it. The company built a few barges at Macleod and floated them to Lethbridge, loaded them with coal and floated them down to Medicine Hat. They had trouble, as most of them at times got stuck on the sand bars, as the water in the river was getting low. The company built stage stations at Woodpecker and at Cherry Coulee. They bought about 60 mules and hauled supplies from Medicine Hat to Lethbridge; coal to Macleod and lumber from the mill. The men who drove these mule teams were called mule-skinners.

Population Grows

Wm. Lowther sent for some of his friends to Nova Scotia to come and work at the mill. Mr. Bumer, the late Mr. Ripley, and quite a few others went back to Nova Scotia again. Later in the fall of '83, the company secured a contract to build a police barracks at the present town of Macleod. Mr. Bailey being in charge of the work. They had about 75 men working—Wm. Henderson, Standberry, Sandy Hogg, old Mr. Keen, and others who were around Lethbridge in the early days. Mr. Keen had been a member of parliament in Ontario, lost his election and the government sent him out to build a sawmill on the Lee's creek, a few miles above Pincher Creek, in '79 or '80. In '82 he went east with a small row boat, going on down to Old Man River, and past Medicine Hat. He finally struck the railroad, but we do not know just at what point. Mr. Keen brought his family back. Mr. F. H. Greenwood and his family and Mrs. Hodder went to Macleod during the winter of '84. Mr. Greenwood moved to Lethbridge in '85, after the railway came in.

The company built another steamboat at Medicine Hat, and brought a smaller one to run on the river during high water. (They got some coal out of drift mines near what is now Taber to fire these boats with). They built a number of barges up above Macleod to haul the coal down in. The small barges, 50 feet by 16 feet with three foot sides, the large ones 100 feet by 18 feet with four foot sides, carrying from 50 to 100 tons of coal. They left sometime early in June and could take the barges down all right, but the current was too rapid to take more than one or two back. They only made a few trips to Lethbridge, and then the water got too low. As soon as the boats stopped running the mine was closed down, and the miners left for the east.

An Early Medico

Dr. Bryon came up from Winnipeg and stayed at the boarding house. He looked after the sick, but he had no connection with the company. Capt. Bryant severed his connection with the company, bought a ranch on Willow Creek, and called it "The Cornish Cattle Company." He moved on to the ranch, and Tom and James

Stephens went with him. Breton died and was buried on the river bottom. The captain and family went back to England, and from there to Old Mexico, where he died a few years after. The Stephen boys went to Oakland, California.

The company put in a ferry at Kipp in '84. Bill Long ran it for them, and Dick Urch came in to the country some time later. They bought the ferry, and kept a stage station, and started ranching. Mr. Urch married Mr. Long's sister. Mrs. Urch still lives there. Hod Main sold his ranch at Kipp at Walter Huckvale (now living at Medicine Hat) and moved to the mouth of the Little Bow. He opened the first butcher shop in Lethbridge, Eli Hodder running the shop for him. Sir Alexander and E. T. Galt reorganized the company, "The Alberta Railway and Coal Company." They built the narrow gauge railway from Dunmore to Lethbridge. This railway was nicknamed "The Turkey Trail," by Pollinger, commonly known as "Polly," the stage driver between Lethbridge and Macleod. The company got a grant of 250,000 acres of land from the government. D. W. Barclay laid out the railway, and was chief engineer and manager of the company later on. Mr. Tom McNabb was the first master mechanic. The late Hugh McBeth was for many years secretary at the company's office. Malcolm Campbell was in the company's office. His wife's sister Miss Glendenning opened the first millinery store.

It was the company who had the townsite laid out. The government put in a telegraph line from Dunmore to Macleod. Jack Robson was the first operator, who later on was conductor on the railway. The late Harry Bentley was the first to start a general store—this was in a tent. Mr. Botterill of Medicine Hat, the next. This was managed by Fred Niven, and was later out to Sherlock and Freeman. Mr. Walton of Medicine Hat built a drug store which was bought by J. D. Higinbotham who came over from Macleod. J. H. Cavanah had a store. I. G. Baker company had a large store and sold out to the Hudson's Bay company.

Some First Families

Mr. and Mrs. Duff and family were one of the first families to come in on the railroad. They lived on the river bottom for awhile, and then took up a lot of land south of the townsite, which is now the famous "Duff Addition." The Nivens, McNabs and others came in about the same time. Geo. Rowe and Curley Whitney started a livery stable; Joe Howell a brewery; St Saunders a newspaper; Climie and Robertson, a furniture store (Mr. and Mrs. John Craig bought them out in '85). Mr. Keen had a sawmill on the river bottom. Mr. Robinson was the first Presbyterian minister and performed the marriage ceremony for Mr. and Mrs. Eli Hodder, who were the first

ADVERTISING TRIPS TO FORT MACLEOD

FROM CHICAGO OR ST. LOUIS
By Water or Rail to ST. PAUL.
From there to BISMARCK via the great
NORTHERN PACIFIC RAILROAD
Free Standard on the Northern and Passenger Stations
of the
FORT BENTON TRANSPORTATION COMPANY
To all points on the Northern.
We ride you through the
GRANARY OF THE WORLD.
The largest farms in America, and important stock country,
to the Empire's Door.
MONTANA.
DISTANCE ON YELLOWSTONE RIVER
From Fort Benton to
Bismarck 100 Miles
Great Falls 120 Miles
Helena 140 Miles
Butte 160 Miles
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Spokane 220 Miles
Portland 240 Miles
Seattle 260 Miles
Tacoma 280 Miles
Vancouver 300 Miles
Olympia 320 Miles
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Lethbridge's History—1891 - 1935

BY W. A. E. COCQ

LETHBRIDGE'S first town council when the little coal mining camp passed from the village state to the dignity of a town was named in 1891, with C. A. Magrath, the first mayor in the chair, and the following councillors: J. H. Cavanah, H. Bentley, W. Colpman, C. M. Turner, W. Henderson and T. Curry. This meeting was held on Tuesday afternoon, Feb. 3, at 2 o'clock. The first civic election had been held on Feb. 2 the previous day. The returning officer received the certificates of the election and administered the oath of office to the councillors. The mayor delivered his inaugural address, which was ordered to be filed among the municipal records.

It was arranged at this meeting

MAYORS OF LETHBRIDGE SINCE 1891

1891, C. A. Magrath; 1892, H. Bentley; 1893, H. Bentley; 1894, T. McNabb; 1895, Wm. Colpman; 1896, H. Bentley; 1897, H. Bentley; 1898, H. Bentley; 1899, F. H. Mewburn; 1900, F. H. Mewburn; 1901, Wm. Oliver; 1902, Wm. Oliver; 1903, Wm. Oliver; 1904, Wm. Oliver; 1905, F. H. Mewburn; 1906, Geo. Rogers; 1907, W. S. Galbraith; 1908, Wm. Henderson; 1909, Wm. Henderson; 1910, Elias Adams; 1911, Elias Adams; 1912, C. M. Hatch; 1913, W. D. L. Hardie; 1914, W. D. L. Hardie; 1915, W. D. L. Hardie; 1916, W. D. L. Hardie; 1917, W. D. L. Hardie; 1918, W. D. L. Hardie; 1919, W. D. L. Hardie; 1920, W. D. L. Hardie; 1921, W. D. L. Hardie; 1922, W. D. L. Hardie; 1923, W. D. L. Hardie; 1924, W. D. L. Hardie; 1925, W. D. L. Hardie; 1926, W. D. L. Hardie; 1927, W. D. L. Hardie; 1928, W. D. L. Hardie; 1929, R. Barrowman; 1930, R. Barrowman; 1931, R. Barrowman; 1932, R. Barrowman; 1933, R. Barrowman; 1934, R. Barrowman; 1935, D. H. Elton, K.C.

that the regular meetings of the council should be held on the first and third Thursday evenings of the month at 20 o'clock. This was later rescinded with the meetings arranged to be held on the first and third Mondays. The town clerk, W. I. Spence, was authorized to purchase a minute book. The meeting was adjourned to Feb. 11.

Officers Appointed

At the Feb. 11 meeting the following officers were appointed: Treasurer and solicitor, W. Galilher; inspector and collector, Chas. Ross. The office of clerk and assessor was combined at a salary of \$200 per year. The city solicitor was combined with the treasurer at a salary of \$150 a year. The following committees were appointed: Finance, J. H. Cavanah, H. Bentley, T. Curry; assessment and taxes—H. Bentley, J. H. Cavanah, W. Colpman; board of works—W. Henderson, H. Bentley, T. Curry; fire, water and light—W. Colpman, C. M. Turner, W. Henderson; license and police—the whole council with Councillor Turner chairman; board of health—T. Curry, W. Henderson, W. Colpman.

First Bylaw

At the next meeting held on Feb. 24, the first city bylaw was passed for the licensing of hawkers and pedlars, bowling alleys, water wagons, drays, circuses, theatres, transient trades, etc. At the next meeting March 13, a fire protection bylaw was passed, also a bylaw to permit the Bell Telephone Co., to erect and operate a telephone system.

Seal For the Town

A special meeting of the council was held in the council chamber on Thursday evening, March 26, 1891 at 7.30, for the purpose of adopting a seal for the corporation. It was moved by Councillor Colpman, seconded by Councillor Curry, that the town clerk be instructed to write to Mr. A. B. Kale of Winnipeg in reference to the seal of the corporation ordered by the mayor some time ago. Moved by Councillor Colpman, seconded by Councillor Curry: that this

WAS MAYOR IN '92-'93-'96-'97-'98



The Late HARRY BENTLEY

council do adopt for the corporate seal of the municipality of the town of Lethbridge a seal bearing on its face the figure of a man with a pick raised in the act of striking and also the inscription "The municipality of the town of Lethbridge incorporated 1890", and that in the meantime until such seal can be procured the clerk do seal all bylaws or other papers requiring the seal of the corporation with a red wafer across which shall be written the following "the municipality of the Town of Lethbridge" and that such seal until the proper seal can be procured shall be adopted by this council as the proper seal of the said municipality." This motion for the using of a red wafer in lieu of a seal was rescinded at a meeting held on April 1 at 8 o'clock, when, on the motion of Councillor Bentley, seconded by Councillor Curry, the following motion was adopted: That this council do

adopt for the corporate seal of the municipality of the town of Lethbridge a seal bearing on its face the figure of a man with a pick raised in the act of striking and also the inscription "The Town of Lethbridge, incorporated 1890", and that all bylaws and all papers requiring to be sealed which have been passed or shall hereafter be passed shall be sealed with said seal.

Tree-Planting Started

At the council meeting held on March 8, 1893, Lethbridge started its tree-planting program. A special committee appointed to pur-

chase trees for planting in the town square reported having ordered the following trees from William Bentley at the following prices, providing the corporation do the planting: Trees purchased: 36 Mountain Ash, European, \$8 per dozen; 12 Mountain Ash, Oak Leaf \$10 per dozen; 12 Lombardy Poplar, \$8 per dozen; nine Ash Leaf Maple, \$10 per dozen; 8 White Oak, \$12 per dozen. The report which was signed by William Oliver and M. Freeman was adopted.

(Continued on Page 86.)

Early Days of Lethbridge

built. Dr Mewburn is too well known to need any introduction, and became a famous surgeon.

Joke on Dr. Mewburn

There are many interesting things that could be told about Dr. Mewburn, one couldn't begin to tell the good, but the writer had the pleasure of knowing a good joke in connection with him. In the early days, the Indians were not allowed to leave the reserve without a permit. This they used to show to everyone they came across. Several years ago an old squaw, leading a little girl about 8 years old by the hand approached me and gave me a paper to read. This was the wording: "Dear Dr. Mewburn. This old woman has a little girl with her, who has a very large lump on her neck, which she would like you to remove. Also the old lady has in her pocket, a lump of \$25.00 which you may remove at the same time. Sgd. Indian Agent." And I often wonder how many people saw the letter before it got to Dr. Mewburn.

Dr. DeVeber was Police doctor at Macleod, and was called to Lethbridge to doctor people here in the early days.

Some of the first settlers after the railway were: Mr. R. Niven and family; Mrs. Morris, Mr. Magrath, Mr. Conybeare, Fred

Ritchie, Jack Kevin, Mr. Fowler, Mr. Watkins, Tom Curry (manager of Hudson's Bay store), Mr. Kirkham who had a tinmith shop Norman Macleod, J. J. McKay, who had come out with the first crowd and gone back when work was scarce and brought his family at this time, Alex Munroe, Ed. McKenzie, Dan Gun MacKay, Dan Mackay, Bob Watson, Colpman Bros., Mr. Begin, who catered to the old timers' ball on New Year's Eve, 1886, and opened a restaurant in March of '87. Sandy Hogg and Wm. Henderson built the Lethbridge House. Sam McDonald built the Davis House; Chas. Merrill and Al Scott built a hotel near the station which burned down later. John Rosaine built the Clarke house.

Railway to Great Falls

The company, not being able to dispose of their coal, as the freight was too high to send it to Winnipeg, sent Mr. Stafford to Montana to find out what class of coal was being mined there, and in '88 the shafts, Nos. 1, 2 and 3 were opened up, and a railway built to Great Falls.

In 1890 Lethbridge was constituted a town. In 1891, the city officers were elected, Mayor C. A. Magrath; Councillors: J. H. Cavanah, H. Bentley, Wm. Colpman, M. Turner, Wm. Henderson, Thos. Curry. Town Clerk W. I. Spence. The first council meeting was held, Tuesday Feb. 3, 1891, in the Lethbridge House at 2 p.m.

OLD TIMERS PAST AND PRESENT "WE SALUTE YOU"

The Old Timers of Fifty Years ago represented the Cream of Manhood and Womanhood. "ARTIC" Quality Products are the Cream of Petroleum Products offered in Southern Alberta today. Why not use the Best?

We are a Lethbridge Company, Marketing "Artic" Gold Gasoline, made in Alberta.

REMEMBER — Our \$\$ Dollar \$\$ Stays Right Here in Alberta.

Fifty years ago all were intimate friends and neighbors, all worked together. That comradeship built up this fair country.

We want to know and serve all of you and co-operate with you in continuing that good work. Give us a chance, please.

The Artic Oil Sales Limited

1211-2nd AVENUE SOUTH.

THE ARTIC SERVICE STATION,

CORNER 13th ST. & 3rd. AVE. SOUTH

THE GALT SERVICE STATION,

CORNER 9th ST. & 4th AVE. SOUTH.

LETHBRIDGE, ALBERTA.

Lethbridge Created a City in 1906

(Continued From Page 85.)

Park Improvement

Park improvements started June 8, 1903, when, at the council meeting, it was moved by Councillor Morris and seconded by Councillor Stovall that this council put a plain wire around the square below the chain and that the board of works be empowered to have the same done at once and all necessary repairs done to the chain.

At the council meeting on May 29, 1903, a motion was carried that \$10 per month be paid the band for the summer months as an inducement to furnish music on the square. The motion was moved by M. Freeman.

Created City

In 1906 on May 9, Lethbridge was created a city while George Rogers was mayor, followed in 1907 by Dr. Galbraith as first mayor of the city following granting of the charter by the Legislature.

In 1914 commission form of government was inaugurated with W. D. L. Hardie, mayor, and finance Commissioner, A. M. Grace, commissioner of public works and A. Reid commissioner of public utilities.

In 1922 the following advisory commissioners were added: K. D. Johnson, Dr. J. E. Lovering and T. Longworth. The first meeting with advisory commissioners was held April 24.

Managerial Government

Managerial government came into being on July 3, 1928 after an election under the proportional system of voting, with the following members of the council elected: R. Barrowman, D. H. Elton, W. L. McKenzie, K. D. Johnson, C. E. Cameron, Dr. W. S. Galbraith and A. Smeaton. Mr. Barrowman was chosen mayor at the first meeting of the new council. Lethbridge follows the system in use in the United Kingdom of choosing the mayor from the elected council rather than by popular vote at a mayoralty election.

J. T. Watson was appointed city manager at the August meeting of the council and assumed his duties on September 7, 1928. Mayor Barrowman acted as city manager until such time.

—1885—1935—

ROLL CALL OF COUNCILS OF LETHBRIDGE

1891

Councillors: J. H. Cavanah, H. Bentley, W. Colpman, C. M. Turner, W. Henderson, T. Curry.

1892

Councillors: T. McNabb, J. Stovall, W. Henderson, W. Colpman, C. A. Magrath, M. McKenzie.

1893

Councillors: L. N. McEwen, T. McNabb, M. Freeman, J. L. Stovall, Wm. Oliver, J. H. Morris.

1894

Councillors: J. Bruce, M. E. Roy, W. Oliver, G. W. Robinson, G. Bremner, H. Scott.

1895

Councillors: J. Bruce, G. Bremner, G. W. Robinson, J. Kenny, C. W. Lowther, Jas. Ashcroft.

1896

Councillors: G. Bremner, Wm. Henderson, J. Kenny, C. W. Lowther, W. Oliver, W. D. Whitney.

1897

Councillors: G. Bremner, H. Harris, Wm. Henderson, Wm. Hyssop, G. W. Robinson, R. E. Sherlock.

1898

Councillors: G. Bremner, Wm. Henderson, Chas. Hyssop, S. R. Brady, R. E. Sherlock, G. W. Robinson.

1899

Councillors: J. L. Stovall, M. Barford, P. Vibert, Wm. Hyssop, A. J. Link, Robt. Ripley.

1900

Councillors: J. L. Stovall, P. Vibert, M. Barford, Wm. Hyssop, A. J. Link, R. Ripley (resigned), G. W. Robinson.

1901

Councillors: M. Barford, G. W. Robinson, A. B. Stafford, Wm. Hyssop, A. J. Link, J. H. Fleetwood.

1902

Councillors: J. H. Fleetwood, A. B. Stafford, M. Barford, F. H. Mewburn, J. Brodie, J. L. Stovall.

1903

Councillors: J. L. Stovall, M. Freeman, J. S. Stewart, F. H. Mewburn, J. Brodie, C. W. Lowther.

1904

Councillors: G. Rogers, J. H. Fleetwood, M. Freeman, F. H. Mewburn, F. Sick, Jas. Ashcroft.

1905

Councillors: G. Rogers, E. Adams, W. Oliver, R. C. McClure, Jas. Ashcroft, Chas. Harding.

1906

Councillors: V. W. Dooley, G. W. Robinson, E. Adams, W. Robinson, E. Adams, W. Oliver, (Became alderman May 9), R. C. McClure, Chas. Harding.

1907

Aldermen: G. W. Robinson, E. A. Cunningham, G. L. Vrooman, H. McBeth, Wm. Oliver, Robt. Watson.

1908

Aldermen: W. C. Ives, A. E. Cunningham, E. Adams, Robt. Watson, Wm. Hutton, H. McBeth.

1909

Aldermen: C. B. Bowman, Wm. Oliver, G. M. Hatch, Wm. Hutton, E. Adams, D. King.

1910

Aldermen: C. B. Bowman, Wm. Oliver, G. M. Hatch, A. Frayne, D. King, Robt. Sage.

1911

Aldermen: C. B. Bowman, Wm. Oliver, H. J. Goode, Robt. Sage, A. Frayne, Jas. Ashcroft.

1912

Aldermen: C. B. Bowman, Jas. Aird, E. Adams, H. J. H. Skeith, Jas. Ashcroft, A. Williamson.

1913

Aldermen: Jas. Aird, Wm. McCambley (died January), J. E.

MAYOR IN 1908-09



The Late WILLIAM HENDERSON

Lovering, H. J. H. Skeith, A. Williamson, D. McNabb, J. F. Hamilton (elected Feb. 17/13).

COMMISSION FORM OF GOVERNMENT 1914

Commissioners: W. D. L. Hardie, finance; A. M. Grace, public works; A. Reid, utilities.

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Commissioners: W. D. L. Hardie, finance; A. M. Grace, public works; M. Freeman, utilities.

Commissioner H. W. Meech elected and attended first meeting July 4th.

1918 to 1921

Commissioners: W. D. L. Hardie, finance; H. W. Meech, public works; M. Freeman, utilities.

1922

Commissioners: W. D. L. Hardie, finance; H. W. Meech, public works; M. Freeman, utilities.

Advisory commissioners added as follows: K. D. Johnson, J. E. Lovering, T. Longworth.

First meeting with advisory commissioners held April 24th.

1923

Commissioners: W. D. L. Hardie, finance; H. W. Meech, public works; M. Freeman, utilities.

Advisory Commissioners: K. D. Johnson, J. E. Lovering, T. Longworth.

1924

Commissioners: W. D. L. Hardie, finance; H. W. Meech, public works; M. Freeman, utilities.

Advisory Commissioners: Jas. Aird, K. D. Johnson, T. Longworth.

Longworth resigned at meeting November 3rd, R. Barrowman elected December 9th.

1925

Commissioners: W. D. L. Hardie, finance; H. W. Meech, public works; M. Freeman, utilities.

Advisory Commissioners: Jas. Aird, R. Barrowman, K. D. Johnson.

1926

Commissioners: W. D. L. Hardie, finance; H. W. Meech, public works; M. Freeman, utilities.

Advisory Commissioners: Jas. Aird, K. D. Johnson, C. McClenaghan.

McClenaghan resigned — Barrowman elected.

1927

Commissioners: W. D. L. Hardie, finance; H. W. Meech, public works; M. Freeman, utilities.

Advisory Commissioners: Jas. Aird, R. Barrowman, K. D. Johnson.

1928

Commissioners: W. D. L. Hardie, finance; H. W. Meech, public works; M. Freeman, utilities.

Advisory Commissioners: Jas. Aird, R. Barrowman, K. D. Johnson.

CITY MANAGER FORM OF GOVERNMENT

First Meeting July 3rd, 1928

Councillors: R. Barrowman, C. E. Cameron, D. H. Elton, W. S. Galbraith, W. L. McKenzie, A. Smeaton.

R. Barrowman elected mayor and appointed to act as city manager until that appointment was made. City Manager J. T. Watson appointed at salary \$4900 at meeting August 13th—attended his first council meeting Sept. 10th.

1929 and 1930

Mayor: R. Barrowman. Councillors: C. E. Cameron, D. H. Elton, K. D. Johnson, W. S. Galbraith, W. L. McKenzie, W. H. Ripley, A. Smeaton.

1931 and 1932

Mayor: R. Barrowman. Councillors: R. W. Greenway, K. D. Johnson, W. S. Galbraith, W. L. McKenzie, W. H. Ripley, A. Smeaton.

1933 and 1934

Mayor: R. Barrowman. Councillors: D. H. Elton, R. W. Greenway, K. D. Johnson, W. L. McKenzie, W. H. Ripley, A. Smeaton.

1935

Mayor: D. H. Elton, K.C. Councillors: R. W. Greenway, K. D. Johnson, W. L. McKenzie, C. E. Cameron, A. Smeaton, G. Wilson.

—1885—1935—

First alfalfa in the Lethbridge district successfully grown was by Dr. W. H. Fairfield and his brother, early in the present century.

Lethbridge has won a notable reputation—



The remarkable accomplishments which are now written into the history of Lethbridge and southern Alberta, are an inspiring testimonial to its citizens—past and present. We all can well feel proud to acknowledge the result.

We are gratified with the happy business associations we have had—and because of the thousands of satisfied customers all over southern Alberta.

A. C. RAWORTH
JEWELER

CONGRATULATIONS
TO
CITY OF LETHBRIDGE
OLD TIMERS
YOUNG TIMERS

AND

ONE MILLION FORD V-8 1935
PURCHASERS
DEPICTING PROSPERITY, SERVICE,
VALUE, STABILITY

VISIT THE
JUBILEE - FAIR

SEE

CUT-AWAY X-RAY V-8 CHASSIS

Pyramid Motor Sales Ltd.
LETHBRIDGE FORD DEALERS

"WATCH THE FORDS GO BY"

How Lethbridge Grew Up

Pen Picture of Lethbridge up to 1900, by Wm. Oliver

The completion of the Crow's Nest Railway from Lethbridge to Kootenay Landing in 1898 marked the starting point for a greater development in the building of the town which, up to that time, depended on coal and ranching for its existence. The buildings were mostly all frame construction. There were no local improvements such as waterworks, drainage, street maintenance. Sidewalks had been laid in part of the business section. In wet weather everyone had to take to the grass and there was plenty of it in the suburbs. The west side of what is now Fifth street three blocks south from the Hudson's Bay corner on First Ave. south was the main business section where the first plank sidewalks were laid in the beginning of the town's business life.

Everyone had a water barrel. They were filled twice a week or oftener with water supplied by Hyssop Bros. from their tanks filled from the A.R. and I. Company's stand pipe.

The first trees planted around what is now Galt Gardens all died. They were watered several times during the season by Hyssop Bros. from their tanks. When they died and were dug up, their roots were a solid mat, having circled around the hole unable to pierce the hard pan. After irrigation water was brought through the town there was no trouble in growing trees and shrubs.

The first dairy farms supplying milk, cream, and butter, were Duff's at the south, McKenzie's at the north, Walwork at the east.

Building Material

The first commercial product made in Lethbridge was brick; two hundred thousand were made in 1887. Several thousand were used by the company to brick in boilers. The balance were used in building chimneys and small houses. The stone building, still standing, built and occupied by the Union Bank on Fifth street was built in 1887.

Everyone used coal for cooking and heating; the price delivered in 1900 was six dollars for two tons or \$3.50 for one ton.

Good fat steers, three and four years old, were selling for thirty-five to forty dollars each. Good work horses could be bought for sixty dollars up to one hundred. Potatoes were seventy-five cents a sack, delivered. Flour was higher than it is today but provisions, groceries and clothing were about the same price as at the present time.

Hard to Earn Living

Life at that time was as full of worry and uncertainty as it is today. All were striving for a living and many were raising large families, without the advantage of having homes with modern conveniences. All depended mostly on the coal mine for a living and when it shut down for lack of orders, which was quite often,

things looked gloomy indeed for us all. Nothing had any value except livestock. Property of any kind was worthless, and many who left during these periods had to sacrifice everything for a song in trying to better their condition in another place. We had no paternal government like we have today to give relief. It was root hog or die, but even at that time the strong supported the weak and few went hungry. Wages were low compared to today. Sixty dollars per month was big wages for a store clerk or bookkeeper. Carpenters were paid twenty-five cents per hour, bricklayers fifty cents, laborers fifteen to twenty cents, man and team two fifty to three dollars, coal miners, fifty cents per ton and so on. Everyone worked when work was to be had at what wages were offered.

Building and contract work had to be taken at what the owner could afford to pay, consequently there was little profit to be made and small wages had to be paid for the work. Brick was being laid in the wall for as low as four dollars, per thousand for the labor, lumber for nine dollars per thousand and feet, shingles for fifty cents per thousand, lathing for two and one half cents per square yard, two coat plastering fifteen cents per square yard, etc.

There were no roads anywhere, just trails leading over the prairie.

No Roads Anywhere

Vacations, which were few, had to be taken by rail into the mountains or by buggy or democrat to distant lakes or streams for shooting or fishing. There were no parks like Henderson and Galt Gardens for recreation, no automobiles, filling stations, radios, daily paper, tractors, combines, bath tubs, inside toilets, or other modern things like we have now. Life was simple, primitive and enjoyable without these things. If some of the old pioneers who died about 1900 could return now to look us over he would think we had gone crazy, and from the viewpoint of some of the old timers who are still alive they would not be far wrong. It cannot be denied that the present young generation is being handicapped by extreme education and modernism. While none of us would like to go back to the days of thirty-five or forty years ago, we cannot forget the quiet, free and easy life when there were no taxes, heavy obligations, nor any great financial worries to bother us, like present times.

How Lethbridge Grew Up

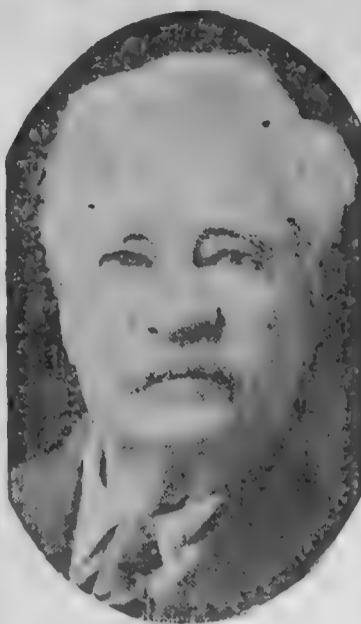
Starting from First Avenue south on the west side of Fifth street going south three blocks, the following business firms were located: Hudson's Bay Co., general store; Piche and Miron, meat market; Union Bank of Canada; H. Begin, cafe; Geo. W. Robinson, stationery; H. Bentley, general store; M. E. Roy, wholesale wines; J. D. Higinbotham, drugs; Wm.

Henderson, Lethbridge Hotel; Horner and Hutchison, harness and saddles; L. N. McEwen, jeweler; W. A. Ott, barber; Sherlock and Freeman, general store; A. MacDonald and Co., general store; Little and Cleveland, drugs; J. H. Ashdown, hardware; Oliver Hall; Colpman Bros., dray office. Crossing Fifth street going north: George Bennett's livery and feed barn stood on the site of Jackson's drug store; Balmoral Hotel; C. F. P. Connybeare, law office; E. T. Saunders, publisher Lethbridge News. Around the corner going east on Third Ave. were: Hill's, gents' furnishings; T. F. Kirkham, tin and sheet metal; E. J. Hill, dry goods; D. Brodie, furniture and undertaking. There were other small shops and offices, laundries, bakeries, etc., scattered among the business and other streets but these were the principal business places up to 1900.

Old-Time Businessmen

The married families who contributed largely in its beginning to the industrial and business life of what is now our city are here given from memory by myself and several old timers who were here at that time. No doubt some have

MAYOR IN 1894



The Late THOMAS McNABB

been overlooked or forgotten, but the ones mentioned were all married and most of them raising families who today are carrying on the life of our city which their parents left them to do:

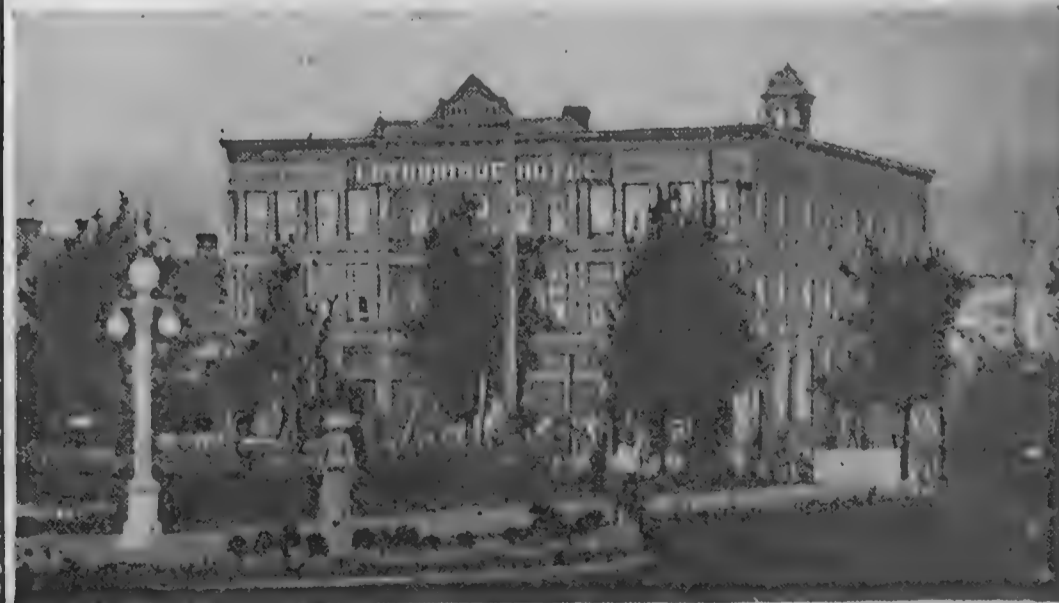
Stafford, Niven, McNabb, Hardie, Magrath, Mewburn, Bentley, Henderson, Henderson, Watson, Kean, Scott, Kirkham, Duff, Walwork,

Neldig, McKay, Hardy, Roy, Begin, Lowther, Kerr, Stovel, Champness, Macleod, Currie, Keys, Kenny, Ritchie, Bowman, Lethbridge, Nimmons, Jones, McKenzie, McBeth, Humphries, Jardine, Morris, Hill, Nolan, Pipes, McEwen, Oliver, Hyssop, Hyssop, Hyssop, Van Horn, McAdoo, McKillop, Sherlock, Freeman, Conybeare, Fleetwood, Higinbotham, Higinbotham, Saunders, Brodie, Colpman, Colpman, Burnett, Lawrence, McKay, Hutchinson, Greenwood, Whitney, Whitney, Whitney, Brady, Piche, Miron, Robinson, Hipperson, Williamson, Rowe, Barclay, Marlow, Marlow, Latham, McCaugherty, Johnson, Little, Galliher, Cavanah, Coe, Dunbar, Hick, Kevin, DeVeber, Vane, Ott, Turner, Ripley, Munroe, Harris, Steele, Hutton, Hutton, Lamb, Walker, Bailey, O'Hagan, Virtue, McDonald, Parry, Ashcroft, Delay, Young, Rose, McClenaghan, Stewart, McClure, Wallace, Howard, Howard, Barnes, Green, Hodder, Holmes, Ives, Seaman, McLean, Kelly, Rooney, Sandquist, Taylor, Tennant, Furman, Wallace, Gay, Cody, Norcross, Hopkins, Craig, Russell, Parker, Fraser, Spegar, Howell, Stanbury, Soderberg, Holbrook, Kosko, Sherman, Dixon, Olsky, McNulty, Rosaine, Rosaine, Sage, Dean, McDonald, Reed, Case, Easton, Shorthouse, Leadbetter, Harding, Bruchet, Huzulot, Alexander, Burrill, Bulmer, Wright, Towle, Southard, Dixon, Popson, Petrunia, Berti, Pisco, Pelletier, Coultry, Davis, Curry.

We're Celebrating Our 50th Birthday, Too!



LETHBRIDGE'S PIONEER HOTEL EXTENDS GREETINGS TO THE CITY AND CITIZENS ON THIS OUR JOINT JUBILEE.



These pictures tell the story of our effort to grow up with Lethbridge. We invite old timers and new timers to meet here during the jubilee celebration.

Lethbridge Hotel

"A CREDIT TO the COMMUNITY—A SERVICE TO the TRAVELLER"

We are Glad

TO HAVE SERVED LETHBRIDGE DURING MANY YEARS OF ITS 50 YEARS OF PROGRESS

1913—1935

Helping during these years to put many on their feet with

SURGICAL AND ORTHOPEDIC SHOEMAKING
CORRECTIVE APPLIANCES AND ARCH SUPPORTS
EXPERT TREATMENT FOR MANY FOOT TROUBLES
HIGH-CLASS SHOE REPAIRING

MAY WE SERVE YOU TOO

Over 30 years practical experience at your service

Perkins & Miles

514 Fourth Avenue S.

Phone 3693

"News" Tells of Early Buildings

(By WILFRID EGGLESTON.)

ANY fascinating glimpses of Lethbridge 50 years ago—during its first six months—are to be obtained from a brief series of articles in the first newspaper, the Lethbridge News, to be published there, which I have had the pleasure of examining. Exactly when this pioneer sheet first made its appearance I do not know, but by the end of December, 1885, it was issuing attractively written and attractively printed numbers. The first rush of starting the paper over the editor apparently felt that it was due to his readers at Lethbridge and elsewhere to write and publish a short series entitled "Lethbridge" in which the location, climate, early pioneers, rail and stage connections and much of a similar nature are delightfully set forth.

"Five months ago," says Article No. 1, printed in the issue of December 31st, 1885, "the winds which swept down from the mountains passed silently over the site where they are now met in their onslaught by hundreds of buildings.

"Five months ago there was not a house in Lethbridge. Today there are fine business houses doing an extensive and prosperous business, and a population of 1,200 people."

If the facts contained in this article can be relied upon, the Jubilee of Lethbridge occurs on June 29th, 1935, for on June 29th, 1885, the firm of H. Bentley and Co. opened business in a tent "the goods being brought by team from the C.P.R." (at Medicine Hat).

The first movement toward the place (Lethbridge) the writer says earlier in the series, "was made in June, when Bentley and Co. opened up a general store in a tent. . . . At this time there was a solitary building on the townsite. From that time until the present (December, 1885) the progress has been rapid and steady and its even more rapid building up was only prevented by a scarcity of building materials. Outside of the company's buildings (the North West Coal and Navigation Co.) there are about 200 of all kinds, from the handsome, fully-stocked stores which vie with those of eastern cities, to the small three-or-four roomed cottage. . . . the population has swelled from nothing to 1,200."

If the firm of Bentley and Co. were the pioneers, they did not enjoy much of a lead, since, certainly not more than two days later, according to these articles, Thomas Botterill—hardware, groceries and tin plate work—opened for business in a temporary store. By December six men were employed. About the end of August a Livery and Feed Stable was opened by John Mannock; and purchased two weeks later by Messrs. Heney and Whitney. About the 10th of August "The Lethbridge House"—size 50 x 30, two storeys—opened under the ownership of Messrs. Henderson and Hogg, the former shortly afterwards becoming sole owner. Location: "West side of the square, only a short distance from the railway station and post office. Opened on Aug. 10th, and has done a very large business ever since. . . . Six men are employed beside other help." "Glimie and Robinson" opened furniture ware-rooms September 1st, building 20 x 24, two storeys. . . . keep an average of three men employed." J. D. Higinbotham and Co., drug-

gists and fancy goods dealers, store 24 x 30, frame, began business on Oct. 7, on the west side of the square. The post office is also in this store. Mr. Higinbotham being deputy post-master. They also have a store at Macleod. The City Meat Market, opened about the 1st of November. Messrs. Main and Fixley were proprietors. "Building 20 x 30 with cellar storage for roots and vegetables. They have since moved into the premises adjoining and the police detachment are occupying the former building as winter quarters." On Nov. 5th, J. H. Cavanah opened a general store. "Mr. Cavanah's building was, without exception, the quickest erected building in the place. He commenced to do business before the doors and windows were in, and has by all appearance kept to the front since opening up." I. G. Baker and Co. opened a large general store in November, while E. Walton, druggist and newsdealer, who had been 'burned out' at Medicine Hat, opened for business about the 1st of December, Mr. Rennie B. Barnes being in charge at Lethbridge.

This list by no means exhausted the new enterprises. Already there were two breweries and 15 saloons "two bakeries, two billiard rooms, one hotel just started by Mr. McDonald, with accommodation for about 30; three restaurants, two laundries, one blacksmith shop, one barber shop, and one shoemaker shop. There are also two public halls, each capable of holding from 200 to 300 people."

The writer of these articles was just as proud of the Lethbridge climate as residents are today, 50 years afterwards. He admits the high winds, but claims special virtues even for them. "Like any other place which is situated on the level prairie, Lethbridge is exposed to the high winds which are prevalent in this district. To escape these winds, a town must be built in a river bottom and the disadvantages of such a situation are a far more serious drawback

A LITTLE IRRIGATION ON CRABB STREET



the church is seen the T. F. Kirkham house, though the Jardine house, set back, was between the church and Kirkhams. On past Kirkhams is the back of the old Co-op. store. In the right foreground is the high board fence back of Bennett's livery stable (a sort of filling station for the hayburners) with the Kean house on the site of the McFarland block, then the W. H. Morris home, and the home where A. V. Lang lived.

in the year 1885. "The chief industry of the country which surrounds Lethbridge," says the writer of these articles, "is stock raising. . . . The total area of the grazing country is some five or six million acres. Of course, the whole of this country is not tributary to Lethbridge, but the very choicest portions of it are. On these ranges there is a total of some 80,000 head of cattle. . . . Attacking the prevalent belief that farming would not pay, he goes on "In the face of overwhelming facts and proof that almost anything can be raised here that any part of Canada will produce, people have been made to believe that summer frosts and long continued drought (he spells it drought) make successful agriculture a failure. . . . The past season there was no frost from the middle of May till well into November."

The country is gradually attracting a hardy and thrifty class of settlers. . . . that these settlers, many of whom started with next to nothing, have not only lived from the produce of the land, but have thrived, and are making comfortable homes for themselves, is a forcible rebuttal of the slanders referred to above. . . . just as good crops and just as many bushels to the acre, of wheat, oats, barley, vegetable roots or fruit can be raised as in any part of the Dominion of Canada."

The climate so impressed the writer that he returned to the subject in a later article with the assertion "We venture to say that, taking it the year round, there is no finer climate in the world." "Taking the average winter, we are not exaggerating when we say that, what the Manitoban or On-

Coal mining and cattle ranching were already well established



Pemmican Days

—are past, but who wants pemmican when they can get a nice, fresh, juicy roast?

We sell only THE BEST and whether you 'phone or call to select your meat personally, you can be sure of satisfaction.

Best wishes to all citizens of southern Alberta for this Jubilee year —and all the years ahead.

INDEPENDENT MEAT MARKET

W. T. LINGARD, Prop.

ESTABLISHED 20 YEARS

Smart Hat Shop

FIFTH STREET S. FOR MEN LETHBRIDGE

HATS
—
SHIRTS
—
HOSE



CAPS
—
TIES
—
GLOVES

We carry the most up-to-date stock in quality and style. Prices to suit the individual.

Boasted About Climate Even Then

tarian would call winter, does not exist for more than six weeks or two months, putting all the winter days together. We are proud of our climate, and we want every one to know that we challenge the world to show a better one."

He devotes a section to the Chinook wind. While he was not aware of the physical reason why a wet cool wind on the Pacific slopes becomes a warm dry wind in Southern Alberta, he makes the following observation: "The Chinook really comes from the Pacific Ocean, and is temporized by the balmy atmosphere produced by the Japan current. It is rather a remarkable fact that portions of British Columbia, over which this wind passes, are not so much under its influence as this country. This is probably because its warmth is distributed over a greater extent of country there, while here it rushes down from the mountains, its heat having been concentrated in the narrow defiles through which it passes."

The issue of January 22, 1886, contained the last of this series of sketches of the town itself. The writer then set to work on an account of the manner in which the North-Western Coal and Navigation Company had come to locate at Lethbridge, and its subsequent activities.

"In September, 1881, Mr. Lethbridge the president of the North-West Coal and Navigation Company, and Sir A. T. Galt, sent Capt. Bryant, a mining expert, to examine and report on the coal seams in the vicinity of Lethbridge." Several tests were made in the district, including one at Grassy Lake. The engineers were anxious to locate as close to the C.P.R. line at Medicine Hat as possible, but it was not until they reached Lethbridge that they found a coal of high quality.

The formation of the company, with a capitalization of \$50,000 followed, and a contract was made with the Canadian Pacific Railway Company for the delivery of a large quantity of coal by river at Medicine Hat.

"This," says the writer, "necessitated the building of three steamers and 22 coal barges during the summer of 1883 and the spring of 1884. A noteworthy feature of these operations was the fact that the principal steamer of the company, the 'Baroness' was built at Lethbridge, at that time distant from the C.P.R. track some 600 miles. The lumber for the Baroness was manufactured in the Rocky Mountains, and landed by bull train at the shipyard at Lethbridge, a distance of some 60 miles. The iron work and other material used was hauled from Swift Current Creek, in the depth of winter, a distance of 250 miles. The barges were built at Fort Macleod, the lumber used in their construction being hauled from the Company's saw mill in the mountains."

"With this flotilla some 3,000

tons of coal were delivered to the C.P.R. at Medicine Hat." However the Belly river was found difficult to navigate and the season short. The C.P.R. was anxious to have assured source for its fuel and promised assistance in the construction of a narrow gauge railway from Dunmore to Lethbridge. "The grading of this line was commenced in the fall of 1884 and finished on the 28th of August, 1885. Only 43 working days were occupied in laying the track, a distance of 109 miles."

"The present rolling stock of the company," adds the writer, "consists at present of six locomotives from the Baldwin Co. Philadelphia; two auxiliary water tenders; 95 coal cars; one pay car;

four cabooses; 12 freight cars; two accommodation cabooses; two passenger cars; and six stock cars."

Lethbridge coal was soon in demand far and wide. By the end of January the Lethbridge News was able to state that "In Winnipeg the Galt coal is taking its share of the soft coal business, and the western division of the C.P.R. use it entirely. The average production of coal at the present time is about 200 tons a day and as much as 230 tons have been taken out. Since the completion of the railway the coal has been sold at twenty-eight points along

the line of the C.P.R., exclusive of that sold to the C.P.R."

Finally, here is an interesting note concerning mail and other connections: "Mails will arrive by each C.P.R. train from the East, and will arrive in Lethbridge in

less than 60 hours from Winnipeg. There is also stage communication with Macleod, three times a week, the handsome coaches of the Stewart line making the trip." The prospect of a branch line to Benton, Montana, was "very bright" the editor added.

P. L. Naismith Piloted Coal Company During Later Years

A. R. & I. CO. Manager

Early history of the North-Western Coal and Navigation Company is bound with the names of the Galts, the Staffords, Bryants and others oft-mentioned in this Jubilee edition.

The later years of the company's history, after the name had been changed to the Alberta Railway and Irrigation Company found Peter L. Naismith at the helm.

Peter L. Naismith was born at Pembroke, Ont., May 1, 1865, the son of Lawrence and Ellen Naismith. He entered McGill University, graduating in civil engineering, and after two years field work in Wyoming in 1891 and 1892 he became superintendent of railways and shipping for the Dominion Coal Company on Cape Breton Island, holding that position until 1900. In that year he came to Alberta as manager for the A.R. and I. Co. which was the company in to which the Canadian Northwest Irrigation Co. and the St. Mary River Railway Co. had been amalgamated, and remained in active management of the company's railway, irrigation canals, lands and mines until 1913, when the Canadian Pacific Railway bought control of the company. Mr. Naismith then went to Calgary where he became manager of the newly created Natural Resources Department of the C.P.R., which position he held until he retired only a few years ago, when he went to Victoria where he now resides. In a letter to the Herald recently, Mr. Naismith stated that he was hopeful he would be able to attend the Jubilee marking the city's 50th anniversary.

—1885-1935—

EXPLOITS OF A WOODEN LEG

When the century was young, a rider came into a Lethbridge hotel. After a while he became drunk and noisy. The management threatened to put him out.

"Put me out if you can!" he said. Several policemen were soon



PETER L. NAISMITH

Who guided the destinies of the Galt concerns from the turn of the century until they were sold to the Canadian Pacific Railway in 1913.

on the job. When he saw they intended to pick him up bodily, he lay flat on the floor.

The man detailed to pick up one of his legs, nearly fainted when it came off in his hands.

"It's a wonder you wouldn't take a feller to pieces," he grunted.

Another time the same man was starting off on a trip. He put on his long slicker, and tried to get into the saddle. The slicker became tangled about his legs, the pony bolted, and he was out of the saddle. All but one leg that caught in the stirrup, kept on travelling with the flying pony.

"Hurry, boys, and catch that pony before my leg gets smashed," he shouted.—S.E.W.

PROMOTION CAME QUICKLY FOR N.W.M.P. OFFICER WHEN EARL GREY VISITED CITY

(From an interview with an Old-Timer in The Lethbridge Herald Some Years Ago.)

"His Excellency, the Governor-General (Earl Grey) visited the town of Lethbridge—we were only a town then, hadn't attained the dignity of a city—on September 12th, 1905, just about 12 years ago."

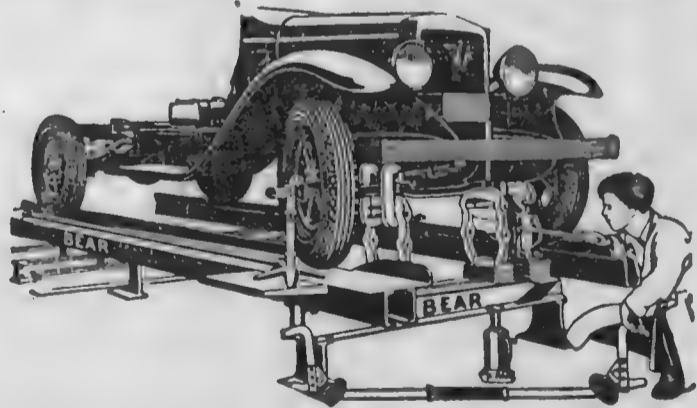
"The station was down opposite the Hudson's Bay and it was some station. Why, the station we have now is an imposing edifice beside what that station was, just looked like a couple of box cars with the wheels off. Well, the vice-regal train reached Lethbridge about five o'clock in the evening, and we were to have the usual doings, speech of welcome and the like, at six."

"Long about twenty minutes to six I got a frantic telephone from Doc, the mayor, to come up and see him. Doc was a whole lot shyer than most people thought, and his heart was down in his boots because it was up to him to read the address we had fixed up for the Earl. Well, I went up to the house a-running, and there was Doc in bed with his clothes on, shivering like he had the ague. 'Come,' he says, 'you'll have to read this speech and do the grand. I'm sick.' I told him it was up to him to lead the entertaining, but he swore he was getting sicker every minute. He picked right. So I jammed my hat down over my ears and went to it. Somebody had to. Hustled down to the little two by four station, and had the Earl's train backed up under an electric light near the station, and the Earl and his party came out. There were a lot of us 'notables' around and I read the address, which was a flowery one as you will see. Prepared by Charlie Magrath. Then I started to introduce the bunch. There was Bill and all the rest of the old timers who were on the council, and a late superintendent of the Mounted Police. When I came to the superintendent, I introduced him to the Earl as Cap'n. He promoted him-

self on the spot. 'Major, Major, damn you, Major,' he says. 'All right, Major,' said the Earl. 'I'm happy to meet you.' And ever afterwards the Sup. swore he was a major. Royalty had addressed him a major."

"Well, after the big doings were over the Earl showed he was as democratic as they say he was. He invited us all into his vice-regal car and was just as fine to us as anybody could be. He invited us all to have a drink, and produced a decanter of Scotch that was the real genuine stuff. We had a snort all round and was standing talking and putting on our best manners while he was telling us about the snow and the wind in Calgary when the door of the car burst open with an awful bang. Two of the crowd had slipped away from the proceedings outside and had beat it over to the 'Lethbridge' to get something to warm 'em up. They were pretty well along when they got back and were making an awful racket. Well when they stumbled into the back door of the car where we were we didn't know what to do, but the Earl showed what kind of a good sport he was. 'Come right in boys,' he says. 'Have a drink.' And they had another, and then the aide de camp herded us all out of the car for some of the bunch was sure inclined to become bolsheroos."

Something New in Lethbridge



In fact, it is the only complete equipment of its kind west of Toronto, **PROVIDING ABSOLUTELY ACCURATE WHEEL ALIGNING, AXLE AND FRAME STRAIGHTENING** without the necessity and consequent expense of taking your car to pieces.

All work guaranteed to be exact, according to the specifications set by the factory that made your car, regardless of its age or model. **REDUCES THE WEAR AND TEAR ON YOUR CAR, MAKES STEERING EASIER AND SAFER, AND GIVES LONGER WEAR AND SATISFACTION FROM YOUR TIRES.**

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Stern Furniture Co.

Corner 3rd Ave. and 8th St. Your Old Furniture Taken in Trade Phone 2428 Lethbridge

Keeping Pace With School Needs

FIRST SCHOOL AND FIRST SCHOOL BOARD

PROGRESS and development of Lethbridge from village to town and from town to city are marked today by its schools. These stand as distinguishing landmarks of what has been achieved in an educational way in the past 50 years. They are signposts of the spirit which actuated the early pioneers and are a tribute to their foresight and faith in this city's future.

It is a long way back to the meeting of the first school board on March 26, 1886. The board was composed of three members—William Stafford, the first chairman, John Craig and H. F. Greenwood. The latter was named secretary-treasurer. An early start was made by renting a cottage for school purposes, which then stood immediately south of the No. 1 Galt Mine. This building still exists but has been moved and re-erected as a private residence on Second Avenue South, between Third and Fourth streets.

This school was opened on April 11, 1886, with B. T. Latimer engaged as teacher at a salary of \$60 a month. The assessment for school purposes was then \$196,000 and the tax rate four mills. The assessor was Dr. C. F. P. Conybeare.

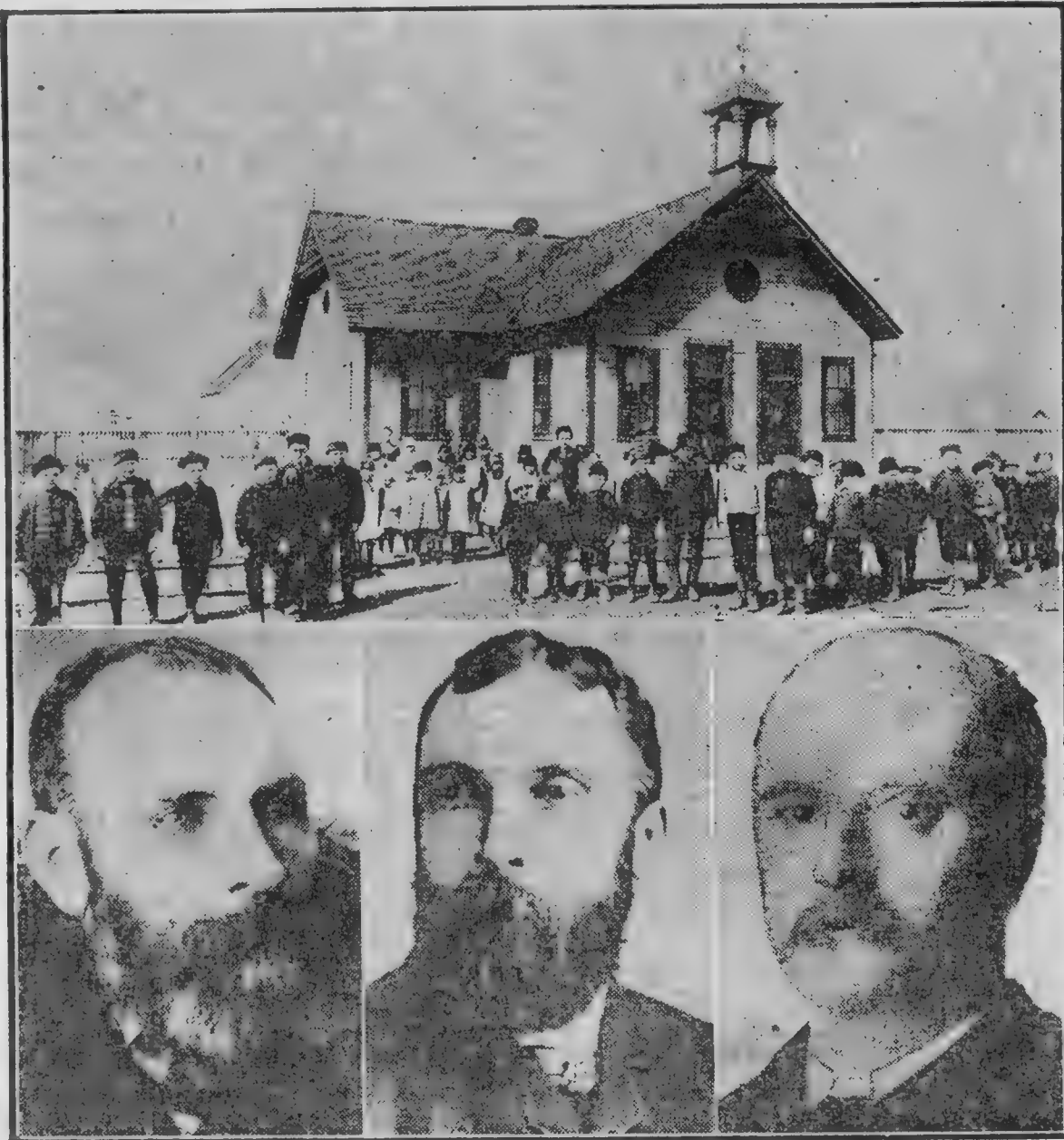
First School Built

The renting of the cottage was simply a temporary expedient and the school board immediately let a contract to Fraser and Blythe for \$1,565, for the erection of a school building where the city hall now stands. It was later moved across the road and became the Labor Temple which was later burned to the ground.

In 1887, Mr. Stafford resigned from the board with John Craig becoming chairman and Rev. Chas. McKillop taking the place of Mr. Stafford. An additional teacher, Miss Duff, was engaged. Two years later the school was enlarged and Lethbridge's first high school was established.

In 1890, with Lethbridge suffering from growing pains, a public meeting was held to discuss further school accommodation which was urgently needed. As a result the lots now occupied by Central school were purchased and a frame building erected. A. J. Doane, Miss Kennedy and Miss Simpson were added to the teaching staff. The school was opened in 1891.

First North Lethbridge School
First public school in North



Lethbridge hadn't been named a year when the first school was started, with L. B. Latimer as teacher. The first school was at the head of the coulee on Second Ave. South. It was a building rented from the Coal Company. The first school building, seen above, was erected by Fraser and Blythe, with William Henderson as building superintendent, at a cost of \$1565, on the lots where the city hall now stands. It was a two-room affair.

Later it was moved across the street to the corner where the Marquis Hotel now stands, and was used as the Labor Temple until it burned down several years ago. The first school board, appointed by the Board of Education of the North West Territories, Regina, was composed of the late William Stafford, left, chairman, John Craig, centre, still living in Lethbridge, and H. F. Greenwood, secretary, now living in Calgary.

There'll be a hot time in the old town during the Jubilee-Fair, so



that

Raging Thirst
with an ice-cold bottle of any of
our Soft Drinks.

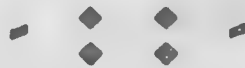
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Schools Expansion Rapid After '05

Lethbridge was opened in 1891 as the result of agitation by J. H. Fleetwood and Robert Nimmons. It stood on Fifth Avenue North and was later sold to Mr. Redding for a residence.

Education proceeded smoothly in Lethbridge until 1901 when a policy of school expansion was started. A committee was appointed to consider an addition to the old school on Central school grounds. It was termed the Barford Addition.

In 1905 tenders for Westminster school in North Lethbridge were called and that of Smith Bros. and Wilson accepted. It was completed in November.

J. H. Fleetwood Chairman

In 1906 J. H. Fleetwood became chairman of the board, which position he filled every year until 1911. He is now secretary-treasurer of the board. In the same year the commercial department was started. J. G. Harper was appointed music teacher.

In 1908 what was known as the Courtland Street school was built. This was later moved to Central school grounds and recently was sold to the Lethbridge Golf and Country Club as a clubhouse. Contract for the present Central school was let to Smith Bros. and Wilson and the foundation laid on July 19. What was named, the Bailey Street school, another cottage school, was built in North Lethbridge in the same year.

On April 9, 1909, Central school was officially opened and the old building became the high school. Truant Officer William Lamb was appointed. In this year the public and high schools were separated.

In the following year, 1910, physical training was first introduced in city schools. The contract was

let to Smith Brothers and Wilson for the construction of Fleetwood school, which was opened in the following year.

Years of Expansion

During the next few years the board embarked on a very ambitious building scheme. Hardieville school was opened in 1911, while 1912 saw the commencement of the building of Galbraith school, manual training school and the physical culture building. The Duke of Connaught, then Governor General, visited Lethbridge in 1912 and officially opened the

manual training school, now bearing the name of C. B. Bowman.

On Jan. 31, 1913, Galbraith school was opened by Dr. W. S. Galbraith, whose name it bears.

The year 1913 felt the pinch of hard times and all teachers were given a wage cut of 5 per cent. In the following year, as the depression became more severe, manual training and domestic science courses were abandoned and eventually the manual training building became the high school.

For many years Lethbridge scholastic institutions failed to expand, the buildings proving adequate in capacity. But in the late 1920's the need of a larger high school was felt, culminating in the construction of the present Lethbridge Collegiate Institute building which was opened in 1928. A disastrous fire gutted it in the following year but it was rebuilt and today is ideally suited to its purpose.

The manual training building, formerly used as a high school, was converted into a public school and named Bowman school.

Technical Training

Only one major new departure has been made by the school board since that time. Manual training in both boys technical and girls' domestic science branches, was restored in the fall of 1934. The boys' work shops are now in the 13th Street North building formerly used as a garage while the girls attend classes in the building constructed as physical training quarters.

But Lethbridge's educational advancement can not all be credited to the public school board. From the year 1890 until the present day, the Lethbridge Separate

School Board, has taken an active part in the training of young people.

Coming to Lethbridge to take charge of the Roman Catholic church here in 1889, Father Van Tighem sponsored the organization of a separate school. It was opened first in a modest frame building where the convent now stands with Mr. McKae engaged as the first teacher.

In the fall of 1890 there came to Lethbridge four nuns of the order of Faithful Companions of

Jesus. They took charge of the convent in January, 1891, and the school shortly boasted 80 pupils. The convent has steadily been added to and in 1914 St. Basil's school in North Lethbridge was built. In 1928 the Separate School board's property was increased with a modern high school, St. Patrick's, on Fourth Avenue South.

A high standard of efficiency has always been maintained in the separate schools and they are a decided asset to the city.

LETHBRIDGE COLLEGIATE INSTITUTE



Lethbridge is very proud of its \$200,000 Collegiate Institute, built in 1928, with some 20 class rooms, auditorium and complete in every detail. About 700 students attend.

MEZZOTINT

(By E. LYNCH-STANTON.)

The rain is falling in a misty summer shower, as I sit dreaming before my window. How soft the deepening shades as the evening closes in! The brown fragrant earth, the cottonwoods are golden brown, the mists on the darkling hills are like brown wool, the lake a brown dimple in their midst. 'Twas ever a favorite camping-ground of the Indians in bygone summers, though they come no more.

A sudden flash of lightning, the growl of thunder!

The raindrops splashing on the water seize upon the jagged fire and break it into innumerable camp-fires veiled in brown mists, or is it smoke? . . . and faces . . . an Indian maid, bound, but defiant, stands out amongst them!

"H'h! She's speaking: 'Thank you I fear the torture-stake? My Blackfoot lover swore he'd come for his Lo-na. To him I shall be true. I scorn a Stony's love!' With the proud and haughty bearing of the Blackfoot tribe the maiden spoke, her head erect, her dark eyes flashing the scorn she felt for any other tribe than her own.

The repulsed Indian glowered, his brow darkening portentously. "Then die!" he hissed through thin cruel lips. "She shall die a thousand deaths who flouts Red Dog. Prepare the fire!" he ordered his two servile squaws who waited near with lighted brands already at hand, eager to beset with fiercest torture the girl prisoner in their midst, of whom they were very jealous because she was pleasing in the eyes of their lord, and enraged because she scorned him.

Red Dog turned sullenly away to leave the proud one to her fate. Think you she can escape those harpies to whose mercies she is delivered?

Another flash of lightning. Thunder.

The fires mount heavenwards . . . the din of frenzied yells and war-shouts, the beating of tom-toms, grows terrific . . . the Indians with hideously painted and almost naked bodies, surround their victim in their orgies . . . the Dance of Death is begun.

Terror grows in the girl's wide eyes as helplessly, but still defiant, she watches them.

What! He comes again, his ceremonial blanket wrapped about him, suing cravenly for her love. How she disdains him! His brown hand points to the glowing tepee to which he would lead her, and to the rising flames, the white hot

instruments of torture. Which shall she choose?

"Tis hard indeed to die so young by slow fierce torture, her comeliness destroyed beyond her lover's recognition when he is come to avenge her! She looks to the eastward, but hopelessly, and her proud head droops until the braids of dusky hair on each side of her face sweep the ground.

"The torture! I choose the torture!" she maintains, though through quivering lips. "Let it but be swift!"

The squaws in renewed jealousy would seize upon her to tear her limb from limb, but the Indian snatches up a smouldering brand and beats them without pity.

Clamoring and whimpering they throw down their ready knives and stone mallets, and flee to the lighted tepee.

There is not a moment to lose.

"Come!" urges the voice of her Blackfoot lover as he throws his blanket about her. "Let us away!"

They fade into the thickening mists.

How Time Does Fly!



YOUR DIAMOND AND WEDDING RINGS AT

JAMES G. KERR

Jeweller and Expert Watchmaker.

But if your Old Timer goes too fast, bring it to us to be cleaned, repaired or regulated. Then you'll be sure of having a good time at the

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STAMINA!

That's What it Takes to Produce Old Timers Such as We Have in Lethbridge Today!

We congratulate them and are proud of them—proud of the city they have helped to build.

We are proud, too, of our products.

See that your youngsters have "What it Takes" by giving them plenty of good "PURITY" milk, cream and "ALBERTA BRAND" creamery butter. Lay the foundation now.

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Galt Hospital—A Galt Institution



Galt Hospital, a 100-bed institution, as it appears today, original building showing on the left, Nurses' Home on extreme left.

(By E. E. DUTTON, Secretary.)

THE HISTORY of Galt Hospital, Lethbridge, may be divided into five periods centering upon the years 1891, 1903, 1908, 1913, and 1930.

It was in the year 1891—44 years ago—that Sir Alexander T. Galt built the first hospital on the present site. Prior to that time the North West Mounted Police had maintained a small building where attention could be given in cases of accident or sickness, and this building, we are informed, was the nucleus of the first Galt hospital.

The only other hospital at that time in the province of Alberta was at Medicine Hat, the hospital there having been established one or two years before the Galt hospital came into being.

The Galt hospital was erected primarily for the benefit of the employees of the Alberta Railway and Irrigation Company, but it can easily be imagined that it was not long before general use was being made of it by the settlers as they came into the district.

The original hospital consisted of three or four rooms, with accommodation for from 12 to 15 patients, the late Dr. F. H. Mewburn being the medical superintendent or physician in charge, and having as his nurse superintendents during the first few years Miss Chapman (1894), Miss Prime

(1894), Miss Hersey (1895), and Miss F. Millar (now Mrs. C. B. Bowman) in the year 1896.

Dr. W. S. Galbraith came to Lethbridge as a druggist the year the hospital was built and was, at a very early date, associated with Dr. Mewburn in the pioneering days of Galt hospital.

With people continually coming into the district, the scope of the hospital increased so that it could no longer be looked upon as exclusively an A.R. & I. Co. institution, and in the year 1903 it was decided to operate it as a general hospital controlled by a board of management consisting originally of E. T. Galt, John Galt, A. T. Galt, Wm. Ramsay, J. L. Stoval, M. Barford, F. H. Mewburn, M.D., C. A. Magrath and P. L. Naismith. The minutes of the first meeting are interesting, one of the resolutions reading: "That as the board of management requires some working capital, the citizens' committee be asked to hand over fifteen hundred dollars." It would appear, therefore, that the community had raised funds for the financing of the hospital venture as a public enterprise. It is also noted that Mr. E. T. Galt was appointed chairman of the new board, Mr. J. L. Stoval, vice-chairman, and Mr. C. B. Bowman became the first secretary-treasurer of the Galt hospital board of 1903.

Enlarged in 1908

It was not long before the original hospital became inadequate to satisfy the needs and demands of the growing community, and in the year 1908 a substantial building program was launched in connection with the hospital. At that time the present main hospital building was constructed, and this increased the capacity to 65 beds. This was made possible by the generosity of Mr. E. T. Galt, the then chairman of the board of management and a son of the founder of the original hospital. Mr. Galt donated a sum of thirty thousand dollars, and the City of Lethbridge contributed a like amount, thus making a total capital expenditure of sixty thousand dollars.

At that time also the Nurses' Home was built and was immediately followed in the year 1910 by the establishment of a training school for nurses. This has been continued ever since and has fulfilled a most important public educational function. More than 140 trained nurses have graduated from the various classes of the school, and have practised their profession in different parts of this and other countries, many of them filling positions of great responsibility and trust.

Another important step in the history of the hospital was taken

in the year 1913, at which time the city of Lethbridge became the perpetual trustee of the hospital. By the charter then granted the city is responsible for all capital indebtedness, and the hospital can also demand from the city annually any sum not exceeding an equivalent of two mills on current taxes, this to meet any deficit that might be incurred in the operation of the hospital. It has never, however, been necessary to call upon this to the maximum. The board of management, under the charter, is one appointed by the city council, consisting of five members appointed, under ordinary circumstances, for a period of three years each, the mayor of the city always being an ex-officio member.

Sir A. T. Galt's Bequest

At this time also, (years 1913-1914), the hospital received, by bequest from the late Sir A. T. Galt, various investments, the original value of which was \$35,900.00, which is held in trust as an endowment and which is a good financial help to the hospital from year to year.

During the war years, and those immediately following, the hospital rendered much service to soldiers and ex-soldiers under the department of militia, and at one time as the war-service men were returning with many hospital needs,

it was necessary to provide extra emergency accommodation, which was done by the erection of tents and huts in the hospital grounds. It was soon realized, however, even with a return to more normal conditions, that the hospital—so much enlarged in the year 1913—would soon be insufficient for the demands that were being made upon it. At various times for several years there was much congestion and taxing of capacity, the lack of separate departments for various types of cases proved a great difficulty, and once more the board was faced with a need for added hospital accommodation.

Enlarged in 1930

In the year 1930, on a second attempt, a bylaw calling for an expenditure of seventy-five thousand dollars was passed, and the latest addition, consisting of a special maternity department and other private and semi-private rooms was constructed placing the hospital in its present condition. It has now 48 public ward beds, 26 private rooms, 14 semi-private beds, 16 nursery bassinets or a complete total of 104 beds. Thus has the small Galt hospital of the year 1891 grown to its present substantial size. It has separate departments for laboratory work, dispensary, dietetics, and the very modern X-ray department is un-

Satisfied Customers Have Built Our Business



H. J. TEMPLETON
General Manager.

Graduate of the American Institute
of Laundering, Joliet, Ill., U.S.A.



Greetings to Lethbridge

We congratulate the pioneer and all present-day citizens on their 50th Anniversary.

We are proud of our city—and proud to be a citizen. It has been a pleasure to note another evidence of civic pride and enterprise in the splendid manner in which all are co-operating to make the Jubilee Celebration a success.



H. R. ROBERTSON
Manager D. C. Dept.

Graduate of the Glasgow Royal
Technical College, Glasgow,
Scotland.

For a quarter of a century The Lethbridge Laundry Co. has carried on its business and has prospered and grown in accordance with the growth and prosperity of our city.

Since 1926, when the present shareholders purchased the entire stock of this firm from C. S. Farrow and H. D. Farrow, no expense or effort has been spared to equip the Laundry and Dry Cleaning departments

with the most up-to-date and modern equipment and systems.

We are proud of our position as leaders in the Laundry and Dry Cleaning industry in the City of Lethbridge. The Lethbridge Laundry Co. have always led the field in the installation of new equipment to give our many customers greater value for their money.

Our selected staff of twenty-nine skilled employees is trained to produce a quality of workmanship that is second to none in Western Canada.

The Lethbridge Laundry Co., Ltd.

Glimpses Behind the Present Scene

(By E. C. BRANDER)

YOUNG Mrs. Lethbridge of 1885, suppose it had been you who arrived here 50 years ago, what would you have found? Of course, if you had come amongst the earliest, your journey by wagon or stage would have ended in the River Bottom settlement, for the town on the prairie above would not have been started. But supposing you came in during the first few years after the narrow gauge railway, the old "Turkey Trail", had been built, what would your first impressions have been? The station itself where you landed would have been a low shed beside a small wooden platform surrounded by cinders, but as the trains usually arrived in the middle of the night, you would have had to wait until morning for your first peep at the town. The station stood across from the north-west corner of what we now know as Galt Gardens, then called the "Square"—a big, bare expanse of ground, criss-crossed by paths used as short cuts. You would see a few little wooden stores on the main street and beyond that a sprinkling of small houses. That was Lethbridge. Appalling land of the great, wide open spaces, with the wind blowing high, wide and handsome, and nothing to prevent it! Coming from the trees and streets, perhaps, of an Ontario town, how unsheltered it would seem, and how lacking in privacy. True, in theory there were streets laid out, but in practice the shortest distance between two points was the easiest way to get there, and the surveyor's streets had nothing to do with it.

How frightened you would have been the first time an Indian walked in and sat in your kitchen. In your eastern home you would have heard tales of the Indians, the North-West Rebellion, massacres, scalping and shooting. Now here, in your very own kitchen, was one of the terrifying creatures, swarthy and unsmiling. He would grunt and point to his mouth. Bless us! All he wanted was a meal, and after a while you

Galt Hospital

der the sole charge of Dr. S. M. Rose, city radiologist. All equipment is of the most modern type, complete in every respect, and will compare favorably with any of the much larger hospitals in the province. The policy of the various boards has always been to keep pace with scientific discovery and development and to provide the means for any new treatments which may be advocated when it is shown that such constitute a public need.

Important City Asset

Financially, the institution is an important city asset. Compare these facts. In the month of August, 1903, the amount of monthly expenditure was reported as \$553.00. The present monthly expenditure for the operation of the hospital is approximately \$6,500. The pay-roll in August, 1903 was \$245.00, it now averages \$2700, representing a monthly amount distributed, in various channels, throughout the city of Lethbridge together with a good proportion of the general expenditure for foodstuffs and other supplies.

The history of this public city hospital is one of gradual progress, keeping pace always with the growth of the city and with the needs of the people; not only

would think nothing of such an intrusion; although no doubt it would always be a shock to look up and see a dark face flattened against your window pane.

JUG AND BASIN

Your first house might only have been a shack, but soon it would become a very comfortable place as you built on rooms or moved into a new one. The new little house would be designed on square lines, with maybe a "bay window" if you were more ambitious. It would probably have had the conventional layout of parlor, dining room, kitchen and one, or two bedrooms. You wouldn't have felt that a 1835 apartment with a breakfast nook was quite the thing in those days, unless you were the kind who preferred convenience to style and had meals in the kitchen. You would have been able to gossip with your neighbor over the telephone as

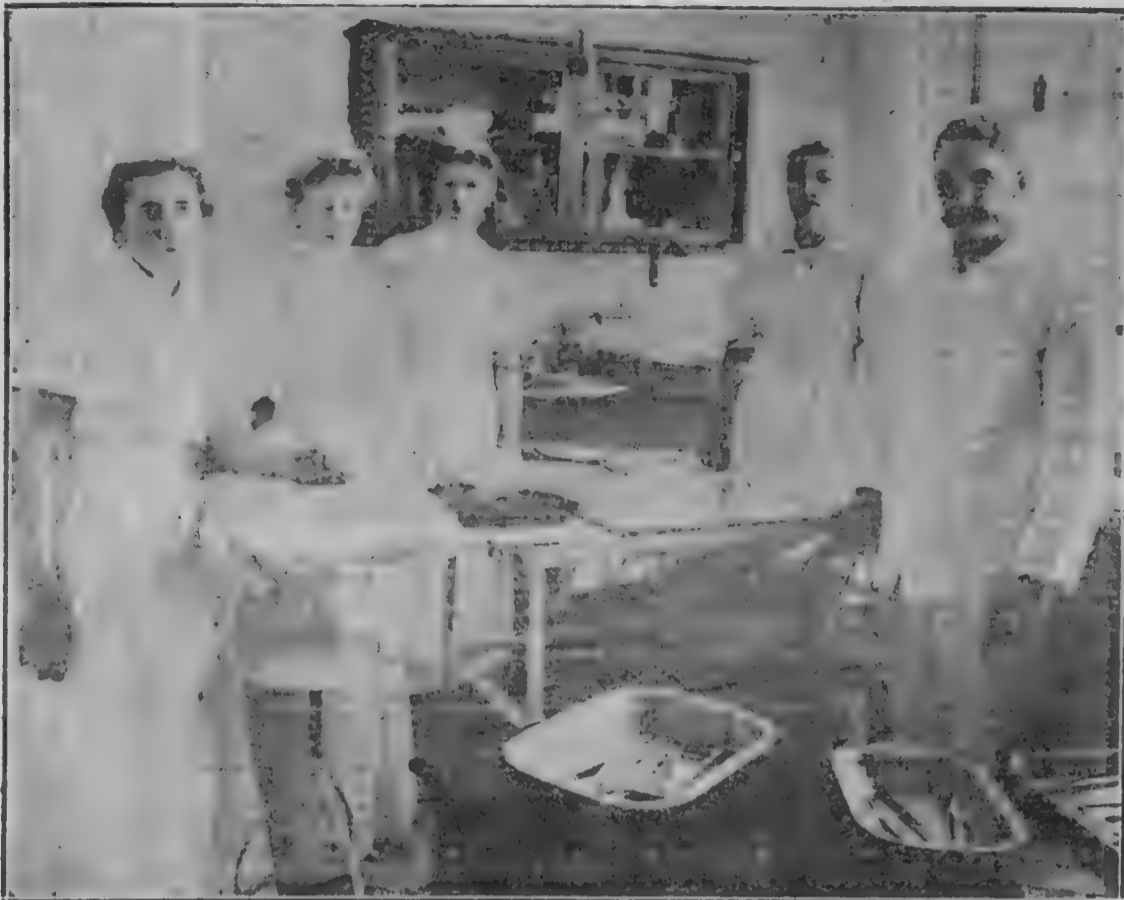
in the city itself but extending its service over a wide area surrounding the city, until now it stands classified by the hospitals' branch of the American College of Surgeons as a fully standardized A1 institution, completely equipped and competently staffed, attracting many to the city by the efficient and necessary service it is always ready to render.

Present Board of Management.
J. H. Westbrook, chairman; D. H. Elton, K.C. (ex-officio as mayor); A. Smeaton, M.L.A.; C. Gibson, R. Barrowman, G. W. Green.

Executive Staff

Dr. W. E. Bryans, medical superintendent; Miss H. Levenick, lady superintendent; Edgar E. Dutton, secretary-treasurer; Dr. S. M. Rose, radiologist; Miss B. Clarke, instructress and assistant superintendent; Miss A. M. Henry, dietitian; Mrs. R. Hughes, dispenser; J. T. J. Vallance, laboratory technician; William Lloyd, engineer.

A FAMOUS SURGEON AND HIS STAFF



Here's an old-time picture of Galt Hospital operating room showing, left to right, Nurse Miller (now Mrs. C. B. Bowman), Lady Superintendent Chapman (now Mrs. E. N. Higinbotham of Edmonton), Nurse Andrews, Mrs. Vandervoort, and Dr. F. H.

Mewburn, Lethbridge's pioneer doctor who, before his death, was dean of surgery at the University of Alberta. On the back of the picture from which this illustration was taken, the reading was: "The 'Recreation Room' of the 'Galt Orphanage'."

early as 1891, and you would have electric lights a year or so later, but no bathroom! The jug and basin in your bedroom and the washtub in front of the kitchen fire were the usual facilities for personal cleanliness.

Water was indeed the housewife's biggest worry. "Two bits" a barrel was the price, and the water wagon called three times a week to fill the barrel which stood at your back door. In the winter you kept an axe handy to break the ice. In the spring the barrel contained liquid mud and you put in alum to settle it. In the summer the water was apt to be full of drowned insects, and you were fortunate if you had a place for your barrel where a stray cow couldn't knock off the lid and take a good drink! Wash day under these conditions was a nightmare with insufficient and often muddy water. Many were the

tears, too, shed by young brides who came forth to the back yard after a hard day's washing to find that the whole line of clothes had been blown down, including, as often as not, the little auxiliary house to which the line was attached at the farther end!

COOKS WHO WERE COOKS!

Other housekeeping problems were not so acute. Most of the women seem to have had no trouble about provisions, although there was not much variety sometimes. It was an event when the butcher got in some sausages! Coal was cheap, and many of the old timers say that food cooked by gas has never tasted like that cooked on the old coal stove. And there apparently were cooks who were cooks in the 1890's.

Clothes? Well, they were good, solid clothes in those days. Probably you would have worn a

basque, all buttoned up the front, and full skirts with plenty of petticoats. And if, passing the Lethbridge House on a windy day, those full skirts had blown up and exposed a couple of legs to the group of men who usually hung around there, you would nearly have died of shame. Your clothes had to last you a long time then, because they were complicated to make, and there were no such things as ready-to-wear dresses in the stores. It was a red-letter day when your folks in the east sent you a new dress. La! there arose certain women in the land who were more or less skilled in dressmaking, and to these you repaired with your lengths of material. Your hat would almost certainly have been adorned with feathers or artificial vegetation of some kind, fruit or flowers. There were no beauty parlors, either. If

(Continued on Page 94.)

Congratulations Lethbridge ...

On 50 Years of Progress

We are here to serve you with an up-to-date photographic service. High-class portraits, commercial photography, views, photographs in your own home and grounds.

We also operate the most modern equipped plant for the processing of amateur films, under the care of expert professional photographers. Insist that your Jubilee films have the care and attention that they deserve, for you cannot get these pictures again. Our name and date of processing stamped on the back of each print is your guarantee. We have agents in most towns in southern Alberta, ask your local druggist or Kodak dealer.

While at the big Jubilee Fair and Stampede be sure and visit our exhibit in the industrial building.

The Clarke Photographic Studios

DEVELOPING PRINTING ENLARGING COPYING
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LETHBRIDGE

For 21 years

we have enjoyed business and social life in Lethbridge. Our sincere good wishes to one and all for this Jubilee Year and the years to come.

Knowlden Bros.

LECKIE'S SHOES FOR MEN AND BOYS.
SHOEMAKING AND REPAIRING.

Pioneers Enjoyed Social Life

(Continued From Page 93.)

you were born with a permanent wave you had one, otherwise you used curling tongs or the good old kid curler, or you wore it straight. Adventitious aids to the complexion were not considered respectable.

AND BABIES

When illness came or the stork arrived you didn't go to the hospital. For one thing, at first there wasn't any hospital, but for another thing, even after it had been built it was a matter of course for babies to be born in their own homes. And there were not any trained nurses as we know them available, but if you were lucky there was a competent woman who came into your house, helped the doctor with the birth, nursed you, tended the baby and looked after your home until you were well again. There were several of these women during the early years whom our pioneer mothers regarded with trust and respect. One of them was an Indian squaw in whom the doctor had confidence, but you would likely have preferred a white woman. The doctor? Yes it was Dr. Mewburn, of whom even you, Mrs. 1935, must have heard. The dapper little doctor with his bright grey eyes and sandy moustache would have come riding up to your door on a horse and would stride to your bedside attired in the neatest of riding costumes. His brown riding boots were polished to a shine, spurs were on his heels and a flower in his lapel. He has become a legend to the old timers. He may have had his failures, but no one seems to remember those, and he certainly performed miracles.

SOCIAL LIFE

Well, when you were not having babies or tending to your home and husband, what would you have been doing? There were tea parties then as there are today, evening parties where you wore elaborate evening gowns and your husband his dress suit, if you moved in those circles. There were dances large and small—the large ones were called "Balls"—and all sorts of gatherings and amusements, including theatricals. There were no picture shows or other commercial entertainments. You made your own fun and enjoyed it. Perhaps you liked outdoor activities. You could have ridden miles over the open prairies without ever seeing a fence or a farm; naturally you rode with a side-saddle. Later you might have bicycled, for that was a craze in the nineties. You might have played tennis, decorously arrayed in long skirts still, for shorts were 50 years ahead in the realm of the unthinkable. Upon the "Square" the men played lacrosse, football, cricket and other sports, but at these you would merely have been a fluttering spectator. Golf was a game of which you had probably never heard and bridge had not yet been invented.

In fact, if you had been young Mrs. Lethbridge of 1885 or 1890, you would have behaved exactly as the pioneer women did then. If you survived fifty years later you would be, as they are now,

ONE OF THE '85 FAMILIES



MR. AND MRS. ROBERT RIPLEY

Mr. Ripley came to Lethbridge in the fall of 1885 and the family followed from Nova Scotia later. This is the first picture of this well-known old-time couple ever to be published. Both Mr. and Mrs. Ripley have passed.

looking back over years of pleasure and pain, work and play, years which paved the way for the fine city and modern conveniences now enjoyed as her natural right by Mrs. 1935.

Dr. Frank H. Mewburn The City's First Doctor

(By Dr. E. K. BROADUS,
University of Alberta)

MEWBURN, FRANK HAMILTON (1858-1929), surgeon and soldier, was born in Drummondville, U.C. (now Niagara Falls, Ontario) 5 March, 1858. A distinguished surgeon, he came of a line of surgeons. He received his early education at Drummondville, whence he proceeded to McGill, obtaining his M.D. and C.M. in 1881. After service as a house surgeon to the Montreal General hospital, he was appointed assistant surgeon to the military hospital in that city, during the Riel rebellion of 1885. For his service as a medical officer in the North-West Rebellion he received the Rebellion medal. In 1886 he was appointed surgeon to the Galt Coal Company at Lethbridge (in what is now the Province of Alberta), and was also appointed acting assistant surgeon to the Royal North-West Mounted Police. As the city grew he established himself in a general surgical practice, and when the Galt hospital was established became superintendent in which position he continued for 27 years.

Those were pioneer days. The 26-year-old surgeon had tasted pioneer life in Winnipeg. But Winnipeg paled into insignificance in comparison with Lethbridge. Galt hospital was an outpost. The mine, the ranching country round about, the indefatigable activities of the "Mounties," the Indians erecting their tepees at the threshold of the hospital, and flattening their peering faces against its windows, the common run of "cases," brought him into contact with the raw stuff of western life.

Slight of frame, gently bred, by instinct courteous and courtly, he superimposed a protective colouration of the manners and language of his new environment. The annals of Galt hospital are yet to be written. This is not the place to write them. Suffice it here to say that those 27 years made of Mewburn a paradoxical and extraordinarily vivid personality, deferential and arrogant, courtly when he chose, lurid when he felt inclined. He was obeyed and loved.

In December, 1887, he married Louise Augusta, daughter of the late Wellington Nelson of Charlottetown, P.E.I., a descendant of Horatio, Lord Nelson. Born to them were two sons, Frank Hastings Hamilton Mewburn, now clinical professor of orthopaedic surgery at the University of Alberta, and Arthur Fenwick Mewburn,

now resident in Calgary; and one daughter, now Mrs. Helen Mewburn Robinson of Toronto.

In 1891, Mewburn was appointed honorary surgeon of the Royal Northwest Mounted Police. In 1913 he was one of the Canadian representatives at the founding of the American College of Surgeons in Washington, D.C. In that year he moved to Calgary and thereafter confined his practice to surgery. In 1915 he re-enlisted and went overseas with the rank of major in the Canadian Army Medical Corps. Later he was promoted to the rank of lieutenant-colonel and was in charge of the surgical division, No. 15, Canadian General Hospital. He specialized in the Carrel-Dakin method of sterilizing infected wounds. A ward was set aside for the surgical treatment of those cases which showed a paralysis as a result of nerve lesions due to gunshot wounds. Cranial defects due to wounds were closed by filling the spaces with cartilage.

Those who knew him then, from Lord and Lady Astor who provided a site for the hospital at Cliveden and who were in intimate association with him, down to the patients who came under his skillful touch, bear witness to his self-regarding efficiency and to the extraordinary vividness and magnetism of his personality.

He received his O.B.E. from His Majesty King George, at Buckingham Palace on 12 November, 1918. He returned to Canada in 1919 and resumed his practice in Calgary. In 1921 he was appointed professor of surgery in the University of Alberta, and chief surgeon of the University hospital. In the same year he received the honorary degree of LL.D. from McGill. In 1922 he was made honorary consulting surgeon of the Winnipeg General hospital, and in the same year received the honorary degree of LL.D. from the University of Alberta. In 1924 he was elected senior life member of the Canadian Medical association. In 1927-28 he was one of the vice-presidents of the American College of Surgeons. It was a fitting, though belated, honor, in 1929, for the British Medical association to invite him to accept the vice-presidency of the section of surgery, for the 98th annual meeting to be held in Winnipeg in that year. He was denied this pleasure, death claiming him first.

Meanwhile he served at the Uni-

WAS MAYOR IN 1899, 1900, 1905



The Late Dr. F. H. MEWBURN

versity of Alberta. With advancing age, his surgical skill remained undiminished. He performed his academic duties with characteristic punctiliousness; but he never became—it was inconceivable that he ever could become—assimilated to an academic environment. He had been through a rougher school. One remembers him at meetings of the general faculty, sharply incisive when speech was required of him, but mostly silent, his twinkling blue eyes turning from speaker to speaker as he listened with tolerant if ironic amusement to our pedagogic lucubrations.

He died at Edmonton, 29 January, 1929, and was buried with military honors in the Edmonton cemetery. A painting in oils by Egerton Pope was executed some years before his death.

—1885—1935—

In 1904 South Alberta produced a mere 30,000 bushels of wheat, but in 1906 this had grown to 2,000,000 bushels.

—1885—1935—

It is claimed for George Houk that he helped build old Fort Whoop-up in 1867. He was once sheriff at Fort Benton, Mont.

The H. A. McKillop Co.

This Old-Timer Grocery firm has been doing business in Lethbridge for twenty-six years, so take a special pleasure in extending a hearty welcome to all to visit our Golden Jubilee Celebration and Exhibition, July 22; 23 and 24.

Come—and Come Prepared To
Enjoy Yourselves.

61 Years of Service

Eleven years before Lethbridge was founded, Beatty Bros. Ltd. started in a small blacksmith shop. Since that early beginning they have grown until the present factory now covers about seven city blocks and over 100 factory branches have been established throughout the Empire. This progress has been possible through a policy of service and square dealing.

Beatty Bros. Ltd. now make the lowest priced standard washer in Canada, and a complete line of electric ironers, polishers and vacuum cleaners.

WHEN YOU BUY A BEATTY YOU ARE SURE
OF SERVICE.

Electric and engine drive models for city or
country homes.

SOLD ON EASY
PAYMENT TERMS

TRADE IN YOUR
OLD WASHER

BEATTY WASHER STORE

409-5th ST. SOUTH.

LETHBRIDGE

Board of Trade Formed in 1889

"At a meeting of the citizens of Lethbridge, held at the Lethbridge House on the 16th day of September, 1889, it was decided to form a Board of Trade and Civic Committee for the said town and, upon motion of T. Curry, seconded by H. Bentley, the membership fee was fixed at \$5 and a membership was thereupon opened and subscribed to."

These words, written on page one of the original minute book of the Lethbridge Board of Trade tell their own story. They relate to the organization of a body which has done much for the development of this city. Interest in the organization has never lagged since its inception 46 years ago.

Twenty-nine names were affixed to the original declaration papers. Four were later struck off for non-payment of dues. Admission thereafter was gained by ballot. The early regulations insisted that upon rejection, an applicant must wait for a period of six months before again applying.

The first meeting after organization was held on Sept. 18, 1889. A committee was named to draft a constitution. On Sept. 25 they elected the following officers: President, C. A. Magrath; vice-president, Thos. Curry; secretary, W. J. Galliher; treasurer, G. W. Laferty; executive, W. Colpman, J. H. Cavanah, T. E. McNabb, John Hawley, L. Martin, I. Bentley.

The Lethbridge Board of Trade fostered the work of incorporation of the town and the setting of its original boundaries. Then it set to work to improve the approach to the town. Six Mile Coulee, south of the city, caused the trade board considerable trouble before it was properly bridged. After the railway trestle became a highway bridge, the board continued its efforts until a fine modern steel structure was built.

On October 24, 1890, the board made its first request for a land titles office. Forty five years later it is still seeking such an office for Lethbridge and it is to be hoped that its desire will be realized before another half a century rolls around.

In the early days the Board of Trade took a decided stand in the liquor question. In 1889 it was resolved that the permit system of liquor purchase should be abolished and the Minister of the Interior was so notified. It was urged that restrictions on the brewing of beer should also be withdrawn.

Rural Co-operation

The Lethbridge Board of Trade has always walked hand in hand with farmers of Southern Alberta. Perhaps the earliest step in this direction was in 1890 when a list of farmers to whom seed grain might be sent for experiment was sent to Ottawa. Three years later duties and freight rates on agricultural implements were reviewed and relief in this regard was urged.

This close association with the southern agriculturists has continued all through the years and the board has many times been successful in its requests on behalf of the farmers.

The draft of the town's corporation was first submitted to the board of trade and presented by that body to the ratepayers. On Dec. 30, 1890, a promissory note was made out in favor of Conybeare and Galliher for the sum of \$1,000, the expenses of the town's incorporation.

The board of trade has played no small part in helping to settle the city and district. On April 14, 1899, Rev. Charles McKillop was appointed an agent of the board to go to Ontario and secure settlers. The minutes failed to narrate the success of this venture but undoubtedly the emissary did much to place Southern Alberta's bright prospects before the people of the east. In 1903 a fund was raised to advertise this district in magazines and newspapers.

In April, 1902, the board began agitation for a meteorological station here so that Lethbridge's weather figures could be published. Eventually these reports were incorporated in the C.P.R. weather bulletins. C. B. Bowman was the first weather observer here.

Talk of Irrigation

As early as October 28, 1892, the board took a definite stand on irrigation. Father of irrigation in this district was C. A. Magrath, first president of the board. The sum of \$200 was first put aside to

Lethbridge is only a couple of hours away from the mountains by motor, and fishing, hunting and camping in the many beauty spots to be found there add zest to life. In this picture,

partially pay the expenses of a commission to investigate the feasibility of an irrigation system. This sum was added to from time to time and when the Irrigation Company had actually started operations, it was urged to bring its ditches into the town. Whether or not Lethbridge wanted irrigation was eventually put before the ratepayers, with the board encouraging the move.

Agitation on the part of the board of trade for an information bureau here culminated in 1904 when such an office was opened with A. E. Humphries in charge. Thereafter he made monthly reports to the board.

Perhaps the greatest piece of work ever done by the early board of trade was their victory over the C.P.R. in regard to the route of the Crow's Nest Railway. O. The railway threatened to pass up Lethbridge for a route to the north. O. F. P. Conybeare was the key man in this fight and he was ably assisted by H. Bentley and others.

Even after the preliminary fight was won, the railroad caused more worry to the board by proposing to build the new station at Montana Junction, two miles east of the business section. In November, 1902, the board began to fight against this move and success once more rewarded their efforts.

Lethbridge today is honoring her old timers who laid the foundation of this city. Tribute to early officers of the Board of Trade whose vision and foresight had much to do with the development of the city must not be overlooked.

SOUTH ALBERTANS ENJOY MOUNTAIN FISHING



upper left tells its own story; upper right is shown "The Gap" of the North Fork of Oldman River, with Thunder Mountain on the left, and bottom is seen the Ranger's cabin in "The Gap," one of the favorite fishing haunts of South Alberta.

THE FIRST DOG TAG

Charlie Ross, a colorful character from, it was understood, Australia, was on town duty, under appointment by the Mounted Police in 1891 and issued the first dog tag for the new town of Lethbridge to C. A. Magrath on April 2, 1891. The tag was \$2.50. Ross is supposed to have taken part in the Indian wars in the United States and later came across to Western Canada and joined the Mounted Police. He was a scout during the North West Rebellion and General Otter gave him a magnificent testimonial. After he left the Force, he was a brakeman on the A.R. and I. Railway. While on town duty he displayed his fearlessness in handling drunken rows amongst the foreign born miners. Ross would break into the houses where they were carousing, pull three or four of them out and throw them into the police wagon. He was a man well over fifty when the South African war broke out and, failing to be accepted for service, went to Halifax, got on a freight boat and succeeded in reaching the scene of action. It was reported that he finally got into the British Army and eventually became a Colonel.

—1895-1935—

CHAMPION WALTZERS

Each New Year's Eve at the Old Timer's ball held in Lethbridge, the prize waltz for Old Timers is won by Mr. and Mrs. Francis Falconer Ogilvie Chisholm who live at Jrentham. He came west to Nelson, Man., now called Morden from Perth, Scotland, in 1881. Mr. Chisholm came further west in 1885 having enlisted to

serve in the Riel Rebellion, with the Canadian Mounted Rifles under Capt. Gardner. He was encamped with his troop three miles out of Batoche in northern Saskatchewan, and was present at

the capture of Louis Riel. Following the war he located in 1892 at Deloraine and was married in 1900 to Sarah Foster. Mr. and Mrs. Chisholm came to South Alberta in 1916.

The House of a Million Parts

North Lethbridge Auto Wreckers

"OUR BUSINESS IS IN PIECES"

13th Street North.

Phone 4268

If you don't believe it—look in our back yard.

Cordial Relations Between Early Church Leaders in Lethbridge

GROWTH OF the churches and various denominations in Lethbridge goes hand in hand with the growth of the city itself. Roman Catholic and Protestant missionaries in 1880 were the first carriers of the Gospel to the little settlement of Coalbanks, later to be known as Lethbridge. The years 1886-1888 saw different denominations, Presbyterians, Roman Catholics, Anglicans and Methodists taking advantage of an offer from the North West Coal and Navigation Company to donate free lots.

Old timers are unanimous in telling of the unity of the mixed faiths and of the cordial relationships that existed between the early church leaders—Rev. Charles McKillop, Presbyterian; Dr. Maclean, Methodist; Rev. E. K. Matheson, Anglican; Rev. Father Van Tighem, Roman Catholic.

Rev. John Maclean in earlier days held services for the miners, coming from the Blood Indian Reserve.

Around 1885 Rev. Wellington Bridgman, Methodist, passed through frequently and held services. Rev. W. P. McKenzie, Presbyterian, also conducted services at the home of Mr. and Mrs. William Stafford at the River Bottom and the same year Rev. Father Van Tighem celebrated the first Holy Communion. He was called to administer the Last Sacrament to Michael Sheran, who later recovered from a grave illness.

First Sunday School

From 1885 church history moved to the upper town and August, 1885, saw the first Methodist service in the upper town. This was held in the billiard room of the original Lethbridge hotel, Rev. Wellington Bridgman conducting

the service. In October, 1885, Mr. J. D. Higinbotham organized a Sunday school which really marked the beginning of the Presbyterian church in Lethbridge. Scene of this first Sunday school was the Climie and Robertson, carpenter shop.

Anglicans and Presbyterians united in service the same month, when Rev. Mr. Bourne and Rev. W. P. McKenzie came from Macleod to hold services in the original Lethbridge hotel billiard room.

One month later, November 1, the first Presbyterian communion service was taken by Rev. Jas. Robertson in the boarding house on what was known as "The Bank Head," situated on the driveway to Stafford's coulee, north of the present C.P.R. tracks.

First Anglican services were held on Sunday, Nov. 27, 1885, by Rev. Mr. Bourne in Bourgoins' hall. Services were held in this hall on the first and third Sundays of each month until March, 1886, by Revs. Bourne, Trivett or Hilton.

Father Van Tighem, associated with the Roman Catholic church from the earliest days of the West, was the first priest of that denomination to hold services in the upper town. On March 7, 1886, he held a service in the old Royal hotel, or Alphonse's hall, later known as Bourgoins' hall, situated where the Arlington hotel now stands.

First Church Building

The Presbyterians erected their first church, at a cost of \$1700, in 1886 and it was formally opened on Feb. 14.

First couple to be married in the little church were Alma Isabella Forbes and Eli John Hodder, on

March 9, 1886. Services were taken by Rev. Angus Robertson, except for a short interval, until the arrival of Rev. Charles McKillop from Admaston, Ont., on July 4. A year later Mrs. McKillop and two children, Donald and Ena, arrived and Mrs. McKillop almost immediately organized a Ladies' Aid, with a membership of 12.

Anglicans were not far behind the Presbyterians in establishing a church and with the arrival of a permanent rector—Rev. E. K. Matheson, on Aug. 11, 1886—plans were made for the erection of a church. The church was opened on the corner of Eighth Street and Second Avenue in 1886, while still in an unfinished condition, being completed the following year.

Around this time the Roman Catholics also formed their parish. In 1886, with the arrival of Father Van Tighem, the people decided to build a church and a collection was taken for this purpose. The response was so good that enough money was obtained to build a church which still stands, opposite the present C.P.R. depot. Cornerstone of the church was laid in 1887 and the blessing of the church, by Rev. Father Lacombe, took place in August, 1887.

Minister Helps Build

Methodists also built their church in 1887, largely through the efforts of Mr. Bridgman. It still stands in the city, but was moved from the corner of Eighth Street and Third Avenue to 535

PIONEER MISSIONARIES



Here is a picture taken in Lethbridge in 1887, showing three famous pioneer missionaries of the Roman Catholic church in front of St. Patrick's church, the first Catholic church in the city, built on the corner of 8th street and First Avenue. The picture shows from left to right, Fathers Doucet, Van Tighem and Father Lacombe. Father Van Tighem came to this district to minister to his flock, a widely scattered one then, as early as 1880. He was then located at Fort Macleod, and Nick Sheran, pioneer miner was the only resident of Coal Banks, though a few miles down the river Fort Whoop-Up probably furnished a small congregation. The old stone St. Patrick's church shown was built in 1886, and Father Van Tighem came as parish priest, remaining until well after the turn of the century. He was a lover of trees, and he grew apples within the fine windbreak which he established on the church property.

Eighth Street, South, and used as a dwelling. Much of the labor was done by Mr. Bridgman and a corps of volunteer workers. This was necessary, as only \$2000 was provided by Sunday schools of the four eastern conferences, for erection of churches at Lethbridge, Pincher Creek and Macleod.

Many years later, in 1902, the first Baptist meeting took place on the ground floor of the Coal-dale hotel, now the Woolworth building on Fifth Street. Rev. C. J. Coulter White came in that year to take charge and meetings were held in the old Oliver hall until the building of the present church.

Early Secretary To Elliott T. Galt

W. G. DICKENSON came to Lethbridge in 1890 as secretary to Mr. Galt, driving in from the south before the company's railway line to Great Falls was completed. He recalls one of the earliest celebrations in Lethbridge which was held to mark the completion of that line. He had been instructed to get fireworks for this in Montreal, so he had brought in two immense boxes of rockets. On the big night the rockets were duly set off, but as a 60-mile gale was blowing at the time, a big whoosh from each rocket was the net result as far as Lethbridge was concerned. Mr. Dickenson says that the people in Dunmore probably enjoyed the fireworks!

He was one of the privileged few to use the first hot bath in Lethbridge, and its history is interesting. When the old flat-bottomed stern-wheelers ceased to ply the river between Medicine Hat and Lethbridge after the coming of the railway, the last boat was left

derelict on the bank of the river. The boiler from the boat was, however, brought up to the power house at the top of the coulee, and supplied the steam which hauled the coal from the river bottom via the old cable line. As this boiler had to be kept going continually, someone conceived the idea of installing a bath in the power house. It was a real bath, too, with faucets and draining system, and was for the use of the mechanics and such employees of the company as could wangle an order from the foreman.

Mrs. Dickenson is the daughter of Captain Deane and came to Lethbridge with him in 1888. Captain Deane was an outstanding figure in the N.W.M.P. but he is remembered by many old timers not only for his ability in the force and the part he played in the opening of the west, but also for the fun and entertainment he gave them. He was the moving spirit and the director of many private theatricals.

Mr. and Mrs. Dickenson were married at the Barracks in Lethbridge and have lived in Victoria for many years.

Lethbridge AND THE Bank of Montreal HAVE GROWN UP TOGETHER

1897—when Lethbridge was a small prairie town with mining as its chief industry—came the Bank of Montreal, Canada's oldest bank and the first of existing banks to establish here.

As the Bank of Montreal—now in its 118th year of active and uninterrupted service—has seen Canada rise from a few poor and struggling colonies to a place of eminence among the nations of the world, so—for 38 years—it has aided and shared in the growth of Lethbridge from a pioneer community of 1,800 souls to its present position of importance as the centre of the agricultural, mining and commercial life of Southern Alberta, with a population of 14,000.

The Bank of Montreal acknowledges it a privilege to have been identified with Lethbridge since its early days and extends to the people of Lethbridge hearty congratulations on the jubilee of their city, with best wishes for its growth and development in the years to come.

BANK OF MONTREAL

Established 1817



MODERN, EFFICIENT BANKING SERVICE

... the outcome of 117 years' successful operation ...

A Million Deposit Accounts Denote Confidence.

LETHBRIDGE BRANCH, 3rd. Ave. and 6th St. S.
N. V. R. HUUS, Manager.

Best Wishes Lethbridge

● As a neighboring town we have a neighborly regard for Lethbridge. You have always been interested in and shown a friendly attitude toward us.

● We appreciate especially this year your co-operation in connection with the

NEW SUGAR FACTORY

which is being built here in this your Jubilee year. We greet you and offer all good wishes.

CITIZENS AND BOARD OF TRADE

Picture Butte

Capt. Blackiston First White Man To Explore South

Old-Timer Thrills Modern Youth With
Dip Into Past

(By FRED A. GRAHAM BUNDY)

"Well, here I am, note book, pencil and all sorts of enthusiasm," cried Laddie a present-day Alberta boy addressing the Old-Timer. "How far back can we go? When does the history of this part of the country begin?"

The Old-Timer smiled his welcome, then mused thoughtfully at the boy's question.

"The coming of the red man to these prairies is buried in obscurity, but the time when civilized man first disturbed the solitude of this great country, that is the beginning of history in this place. For many hundred years, I would not venture to say how many, this great province was roamed over by wild animals and nomadic tribes of Indians, but it was never permanently settled. Even with the coming of the Hudson Bay posts, it was but a place of transients. It was only when the cattle ranchers came into the country, that settlement became permanent."

"Who was the first white man to come into this part of the country?" asked the boy.

"The first record we have is of Captain Blackiston, R.A. of the Palliser expedition, who in 1858, explored and mapped the southern portion of this country. Eastern adventurers heard of this great West of ours and prospectors began to drift this way. It was no easy task to get "out West" and consequently the number was not large."

"Have the names of any of these prospectors been recorded?" asked Laddie with interest.

"Yes. There was a party of five men who camped along the creek, known as "Little Spitzee" by the Indians, in 1868. Records tell us that these men were William Lee, John Nelson, Joseph Healy, Mart Halloway and Red Rock Jim. The story goes that they lost a pair of piners in the Spitzee, which by the way, is Indian for "little stream with trees along its bank" and after this happening they called the stream, "Pincer Creek." It was not long before the name was corrupted to "Pincher."

"Did these men settle in the foothills?"

"We know that three of them did and it wasn't long after, that William Gladstone came into the country. These men really came to hunt buffalo. As long as the Indians and the fur-traders held sway, this south country was looked on merely as a place to hunt the buffalo for hides and food. Fur trading was the only business carried on and as the number of free-traders and hunters increased,

ed, dishonesty, greed and jealousy often crept in, "fire-water" was freely supplied to the Indians and troubled times soon followed. Honest traders and hunters were unable to keep peace and order. Then that fine body of men known as the North West Mounted Police was formed and their long march of 1000 miles ended when they reached their objective, the spot that was afterward named after the commanding officer, Colonel J. F. Macleod, C.M.G."

"What did they have for mounts?" asked the boy.

The Old-Timer laughed heartily. "That was the catch, Laddie. Those men of the red-coated force soon found that Indian ponies might do for hunting buffalo but they weren't very suitable for police patrol. These fellows from the east cursed those cayuses more than a little. Complaints and a heap of suggestions travelled from the barracks at Macleod to the government and finally in 1875, the "powers that be" selected land in the foothills of the Rockies for the site of a horse ranch where mounts suitable for the force, could be raised. That ranch was very near where the town of Pincher Creek now stands. John Herron, one of the "mounties" was sent down as one of the early managers. He was a fine figure of a man in those days—broad-shouldered, athletic-build and noted for his courage. He captured eight of twelve silver cups given by the Governor General for military sporting events at Ottawa. That proves to you his fine athletic ability, but to give you an idea of his fearlessness—he was a guard of honor to the party of General Sir Selby Smythe when they travelled down into Washington. He delivered his party safely and started back on horseback, alone, to Fort Macleod. Now that may not sound like much of a feat but let me tell you, Laddie, it was just after the Custer massacre and he had many lonely miles to ride through thousands of restless, hostile Indians."

"The Indians respected and feared the 'red-coats,' didn't they?" cried the boy. "Wow! I'd give anything to have been a 'mountie' in those days."

—1885—1935—

A TEAM OF \$600 HORSES

A certain official of the old N. W. Coal and N. Co. back in the beginning about '84 and '85 has reason to remember the sale of a certain fine team of chestnut driving horses. They were valued at \$600. They had been driving fairly steadily, until one day a certain party put it into the official's head that the team's feet were going bad, and they ought to be turned out to pasture. Later

First Masonic Lodge Instituted In Lethbridge On March 13, 1888

Growth and permanency of a city are marked to a certain extent by the formation of clubs and societies and in this respect Lethbridge is well provided. The majority of outstanding national service clubs and fraternal organizations find local representation and much good work both to community and among its citizens is carried on.

To the Masonic order goes the honor of being the first to organize in the new town of Lethbridge and it was back in the spring of 1888 that a number of the Masonic brethren petitioned the grand lodge of Manitoba for a warrant to institute a lodge here. On Monday, April 16, 1888, a meeting for that purpose was held in the rooms over the furniture store of T. B. Winnett located on the corner of what is now Fourth Street and Third Avenue South.

Institution of the new lodge was conducted by R.W. Bro. James

Brogden of Calgary, as North Star and the date of dispensation was March 13, 1888. Following were the charter members of North Star Lodge: R.W. Bro. Thos. McPherson, Master (afterwards Grand Senior Warden of the Grand Lodge of Manitoba); Wor. Bro. Robert Niven, Senior Warden; Bro. F. Lowery, Junior Warden; Bro. Frederick Champness, treasurer; Bro. James Pierre, Tyler; Bro. Rev. E. K. Matheson, senior Deacon (later Grand Chaplain of Manitoba); Bro. Malcolm McKenzie, Junior Deacon; Bro. Rev. Chas. McKillop.

The first visit to the lodge was paid by Thomas McNabb, afterwards Grand Master, on August 2, 1888. Up until December 6 of that year meetings were held in the same hall but on that date the lodge met for the first time in the new quarters over J. D. Higinbotham's post office and drug store. On March 11, 1889, almost a year after the lodge was instituted, North Star convened under charter as North Star Lodge No. 41, Grand Lodge of Manitoba. In the year 1905, the Alberta Grand Lodge was formed and in October 12, 1905, the lodge in this city received a warrant as North Star Lodge No. 4 on the Grand Registry of Alberta. Quarters for Masonic meetings were provided in the Higinbotham Block and the first meeting in this new lodge room was held on April 8, 1907.

Three other Masonic lodges have been formed in this city, Lethbridge Lodge No. 39, formed in February, 1908; Charity Lodge No. 67, formed in 1912 and York Lodge

No. 119, formed in October, 1920. Meeting quarters were again moved in 1914 to the lodge room in the S.O.E. block.

40th Anniversary

An interesting ceremony took place in the city March 13, 1928 when the fortieth anniversary of the granting of a charter to North Star Lodge was observed. A ceremony the following chairs were occupied by the old timers: W.M., T. McPherson; S.W., J. D. Higinbotham; J.W., N. T. Macleod; Secretary, B.B. Hoyt; S.D., D. Conn; J.D., Dr. J. S. Stewart; S.S., G. Farquhar; J.S., W. D. L. Hardie; Chaplain, J. Craig; Tyler, Ed. Chaplin, sr.

Thos. McPherson, who celebrated his 60th year recently, was presented with an illuminated address, the work of R.W. Bro. H. W. Meech. It is interesting to note that Mr. McPherson was the engineer on the old "Alberta", one of the three steamships which plied the Old Man river between Lethbridge and Medicine Hat. The first train to arrive this city from Medicine Hat over the old narrow gauge railway was brought in with Tom McPherson at the throttle. Ben Burrell was his fireman on that trip and incidentally was the first initiate in North Star Lodge in 1888. (Other old-timers say Mr. Callahan was the fireman on that engine.)

From eight original members in 1888, the Masonic fraternity in Lethbridge has grown to about 600 members in 1935. Worshipful Masters of the four Lethbridge lodges for the present year are as follows: North Star No. 4, E. H. Fleetwood; Lethbridge Lodge No. 39, Claude Boulton; Charity Lodge, No. 67, Jas. Morton; York Lodge No. 119, W. D. Hay.

The Old-Timer

(By J. F. HAMILTON, Lethbridge)

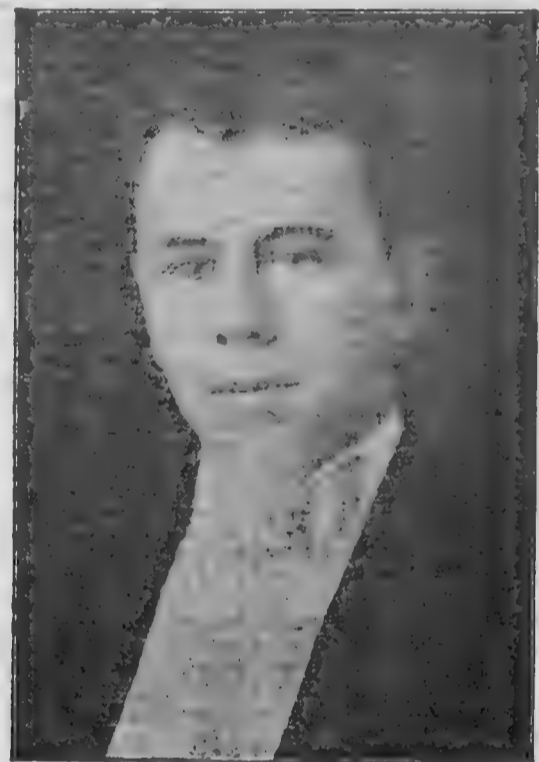
I'm an old-timer,
Came when the country was new,
When never a city or hamlet
Clouded or brightened the view,
Before the hum of the auto,
Before the smoke of the train,
When only the speed of the saddle
Matched the miles of the plain.
Before the bridges were built
Over those rivers so free
That hurry down from the mountains
Across the plains to the sea.

Those rivers we've forded, a-plenty
As swollen and muddy they ran;
We've patted our horse from the saddle
And whispered, "We'll make it, old man."

I'm an old timer;
I used to circle the range,
Rounding the young for the branding,
Searching the old for the mange;
Up with the herd in the morning—
Away with a yip and a song,
Driving the prime to the market,
O'er trails that were weary and long.

Gone are my mates of the saddle,
Gone are the cattle and range,
Gone are the frocks of cowboys—
Had to give place to the change.
And now, I'm just an old timer,
Came when the country was new,
Been here for all of the building,
Hope it's well done when I'm through.

this person let it be known that the feet were no better, and the team might as well be sold. Mr. G—— took his informant's word for it, and sold them for next to nothing. Miraculously the feet got better for the new owner who promptly sold them for \$600. No doubt the official heard from the higher-ups about it.



J. GEORGE HARPER

Making Harmony in Lethbridge Since 1906

Alberta's Premier Conservatory Extends
Greetings and Best Wishes to all Citizens on this
the City's Golden Jubilee

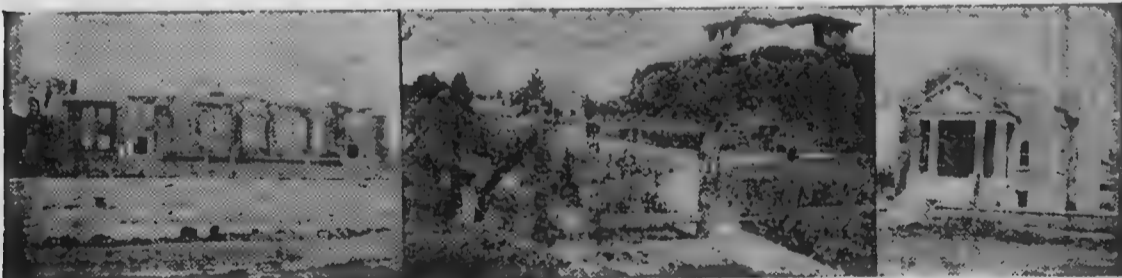
THE LETHBRIDGE CONSERVATORY OF MUSIC

The Lethbridge Conservatory of Music was founded in August, 1906, by the present musical director, Mr. J. George Harper, and may justly claim the honor of being the premier conservatory of music of the province.

The original studios were located in the second story of what was known as Tuff's Block, which was situated on a portion of the land now occupied by Southminster church, formerly Wesley church. The progress of the institution has, from its inception, far outstripped the studio accommodation then available, and is now located in a fine building in the heart of the city adjacent to the principle schools, and contains a lecture room, studios and auditorium.

Sixteen years ago the management deemed it advisable to open branches in various towns in the province for the accommodation of those who were unable to attend the home school. Teachers from the conservatory visit these branches each week, and pupils availing themselves of their tuition receive the best instruction procurable, at very moderate fees.

Since 1907 the conservatory has housed the firm of J. G. Harper and Co., dealers in Band and Orchestral Instruments, and their accessories, theoretical works, band, orchestra and examination music, and they also operate a repair department in connection.



Church, home and school life combine to make Magrath a desirable home town.

MAGRATH

—The Garden City of Alberta—
extends to Lethbridge congratulations on the occasion of her Jubilee Anniversary.

For nearly 50 years we have been neighbors with a common interest—the welfare of each other and all Southern Alberta.

May the future weld our friendship into an enduring tie and our community of interests into one of lasting benefit.

CARRY ON, LETHBRIDGE!

Mrs. J. Perry Came To Lethbridge In Open Coal Car, September, 1885

A dugout in the side of a coulee was the first home prepared in Lethbridge for Mrs. J. Perry, who came to this city in an open coal car in Sept. 1885 and at that time was nursing a baby not yet two weeks old. With her were also six other children. When it was discovered she had so young a child the men got busy and erected a small dwelling which became her first home on the Lethbridge site.

Indian camps covered the river bottom at that time and tea hour guests were usually Indian men. They were a magnificent sight, Mrs. Perry says, in gaily bordered Hudson's Bay blankets. They wore fine feathered headdress and mocassins but under their blankets they wore nothing but breech-clouts. At this time the Staffords lived at the mine and the other residents were Mrs. Able Dodd and her daughter, Margaret, who lived in a dugout. Shortly after this a general store was erected in the river bottom and other settlers began to arrive.

No Indian battles disturbed the peace of those days but the Perrys who later had a homestead north of the city, often found relics of Indian wars of earlier days on their farm. Indian bodies would be discovered dangling from trees in the river bottom. Indian children played peaceably with the few white children living here

at that time and riding was the favorite pastime. Neither understanding the other's language they talked mostly by motions.

Mrs. Perry had 14 children. All of them attended the first school in Lethbridge which was built in 1886. The Indian children did not attend the school as the government at this time began moving them off to reservations.

Although this young old timer is now passed her 87th birthday she still takes a keen interest in the present as well as the past. "We had better times in the old days, though," she claims. "We did not have to hurry so much and had more time to enjoy things." Mrs. Perry says the way to enjoy life is to be busy and with the dauntless spirit of the pioneer she still finds things to do with her nimble fingers and her mind is ever alert to the changes of times.

Seven of the 14 children survive. They are Mrs. W. Hopkins, Calgary; Carol Perry, Ranier, Washington; Arthur Perry, Oregon; James R. Perry, Lethbridge; Charles A. Perry, Lethbridge; Mrs. A. M. Stockdale, Lethbridge, Eber Perry, Vauxhall.

Born in Burntwood, Staffordshire, England, Mrs. Perry embarked for the States in 1880 and came to Southern Alberta in 1885.

Mrs. Hodder First Bride, Lethbridge

Having the distinction of being the first bride in Lethbridge, Mrs. J. E. Hodder, nee Alma Isabella Forbes, looks back on that day, March 9, 1886, with loving memories when she was joined in marriage to a dashing member of the North West Mounted Police, Corp. J. E. Hodder. The wedding took place in the Presbyterian church with the Rev. Angus Robertson, superintendent of Presbyterian missions officiating.

Filling the church to capacity were members of the police force of Macleod who had come over for the event, and friends residing on the town site.

"I had a lovely white dress and everything to go with it," Mrs. Hodder recalls and says they had no difficulty getting fine clothes in those days from I. G. Baker and Co. in Macleod. A year later the company was bought out by the Hudson's Bay company.

"Before I was married I had lots of sweethearts," the first bride relates, hastening to explain that there were so few white girls in the country at that time that beaux were plentiful. "I was 24 years old," she says, "and there were 200 Mounties, so you can imagine the good time I had."

Mrs. Hodder had met her husband in Toronto before coming west. He came out to Macleod in 1882, and was with the N.W.M.P. until he bought himself out in 1887 and went into the butcher business.

Coming west from Toronto in 1883 Mrs. Hodder accompanied Mr. and Mrs. H. F. Greenwood and their children, acting in the capacity of governess. Leaving

Dunmore they came west by team. They were overtaken by a blizzard at Purple Springs and had to camp there all night. "Finding a partially filled bottle of whisky practically saved our lives," Mrs. Hodder told in recalling the wearisome trip.

First Four Women

"When we reached Coalbanks (now Lethbridge) there were only four white women here. They were Mrs. Bryant, whose husband was manager of the Coal Co., Mrs. William Stafford, sr., her daughter Agnes and Mrs. Hill, a sister of Mr. William Stafford. "We slept on the floor that night as there was no other accommodation, but the thing which stands out in my memory were the bodies of four Indians buried in the trees in the river bottom," claims Mrs. Hodder.

They continued their journey to Macleod and had to sleep in a stable until Mrs. Greenwood's home was built. According to Mrs. Hodder those were peaceful days. She would take the children out on the prairie for their lesson periods when weather permitted. The greatest attraction in the social world were the dances sponsored by the Mounties.

At the time of the rebellion in 1885 Mrs. Hodder says a party of them were taken to "Leavings" which is now Granum, as a safety venture. Members of the party were Mrs. (Dr.) Kennedy and little girl, Mrs. J. Perry and children, Mrs. Greenwood and children and Mrs. Hodder. At this time a French-Canadian battalion was stationed in the river bottom at Lethbridge for ten months under Courtland Starnes, who later became Commissioner of the R.N.W.M.P. In August, 1885, a Mounted Police detachment moved from Kipp to Lethbridge, which then became their headquarters.

An interesting little note explaining the odd name of "Leavings" is that anyone leaving would put any spare provisions in

MARKS NICK SHERAN'S DISCOVERY



Cairn erected in Galt Gardens at Lethbridge in 1928 by the Historic Sites Board of

Canada to mark the founding of the coal industry in Alberta by Nick Sheran in 1870-72.

a sack leaving them for whoever might be the next comer.

Mrs. Hodder had one child which died in infancy.

"Shacks, prairie, gophers, trails, were the outstanding features of Lethbridge in the early days and I loved them all," concluded Mrs. Hodder and paused several times in her reminiscences to pay tribute to the kindness of Mrs. William Stafford who mothered all early settlers.

—1885—1935—

The first tree planted in Lethbridge was set out by John Kean.

CAME IN 1886

William Kay was in Medicine Hat with Tweed and Muir in 1885 and came to Lethbridge in 1886. He was, at different times, cashier for the Bentley Co. and for the A.R. and I. He spent four years on the C.Y. range. He went lumbering in the Crow's Nest Pass with John Kean.

His memories include the building of the "Turkey Trail" and the fencing of the old "Square". He remembers a film of oil on slough

waters in the Turner Valley region long before the people realized what it meant. He thinks the greatest thing that happened to Southern Alberta was the coming of the Mormons, and has vivid recollections of Mrs. Card coming into the Bentley Co. with yard-long lists of groceries for her neighbors, which she skilfully assembled into individual boxes for the various families.

William Kay is now cashier with the Producers Sand and Gravel Co. of Victoria, B.C.

THE BRITISH AMERICAN OIL COMPANY, LIMITED

Extends

Congratulations

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City of Lethbridge

in Celebration of its

Golden Jubilee

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AUTOLENE LUBRICATING OILS AND GREASES

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PALM

Ice Cream

Always Leading

Palm Dairies, Ltd.

THE CREAM OF THEM ALL.

New phone number—4030.

Brought First Piano To City; Mrs. Chas. McKillop's Busy Life

Beloved by newcomers as well as old timers, Mrs. Charles McKillop, who is spoken of lovingly as the Mother of Lethbridge, arrived here in 1887 from Admaston, Ont., near Renfrew, to join her husband, Rev. Charles McKillop who was the first Presbyterian minister regularly stationed in this city, arriving in 1886.

Enthusiasm is the key note to the personality of Mrs. McKillop kindled with kindness. She is blessed with a sense of humor which has brought her over many rough places, and in recalling old times and friends she pushes her personality into the background that you may see others more clearly.

"The day I arrived there was scarcely a sober man in the place," laughingly relates Mrs. McKillop as she tells about her first impressions. The day happened to be the occasion of the celebration of Queen Victoria's jubilee and the westerners were showing their patriotism. The absence of fences and the fact that people passed immediately by one's door were things Mrs. McKillop found strange. The drinking water, too, took a lot of getting used to. There wasn't much time for social contacts, and people just dropped in for a chat if they had a few minutes to spare, the sturdy pioneer relates and looks back laughingly on the fact that she had Wednesday's off. "That was the day my husband had to prepare for his prayer meeting and so I could leave the children with him," she said. Mrs. McKillop had eight children, two being born in the east and the remainder in Lethbridge.

"At first I was terrified of the Indians though there was no cause to be. They were merely curious and were ever anxious to serve one if occasion arose in which they might prove their friendliness," Mrs. McKillop says.

Mrs. McKillop relates a delightful and true story about two ministers who were enroute to visit Mr. McKillop. Dr. Herdman from Calgary, and Mr. Cameron from British Columbia. They arrived at Macleod too late for the coach connection and decided to walk to Lethbridge. Arriving in the river bottom, foot-sore and weary, they were glad their journey was nearly over. Suddenly a Mountie pounced down upon them saying "Ha, you rascals, I've got you at last!" Indignantly they protested that they were ministers. The red coat laughed loudly and said, "Ministers, indeed, you are whisky smugglers, I shall put you in safe

quarters for the night." They protested so vigorously that the Mountie finally relented after they had repeated innumerable portions from the Bible and were able to repeat the first questions in the catechism. "I will let you go," said the officer of the law and the visiting ministers were soon sleeping soundly in a comfortable bed in the Lethbridge House.

Had First Piano

The first piano in the town belonged to Mrs. McKillop, having been brought west with her household effects, and she delights to remember that the first person to play on it was Mr. Magrath, the first mayor of this city. She also was fortunate in having a washing machine—one worked by hand power.

"Canned goods was our main diet," claims Mrs. McKillop, and twinkled with pleasure in telling of the great event in their lives when the butcher shop had its first sausages which were a rare treat. "I cooked them and put some down in hot grease and they lasted for some time as a special delicacy. There were no sausage machines in the town at that time and the treat had to be imported.

Mrs. McKillop took a keen interest in church affairs during the life of her husband at that same interest is paramount in her life today. Mr. McKillop passed on in 1907. Mrs. McKillop is now a member of the United Church of Canada and is choir mother of Knox United choir. Her surviving children include Mrs. James McCaig of Edmonton (Ena), Mrs. Jack Sommers of Edmonton (Helen), Mrs. W. B. Long of New York (Margaret), George McKillop of Lethbridge, Donald McKillop, former Lethbridge postmaster, who served overseas, passed on in 1930 and a daughter Jean, died in her 16th year. Two babies died in infancy.

—1885—1935—

TAUGHT INDIANS IN ART OF HOME

Mrs. Maclean, wife of the well-known missionary, Dr. John Maclean, is the subject of an interview in The Winnipeg Tribune by Lillian Gibbons, in a series of articles on noted women.

Mrs. Maclean worked with her husband in the mission at Fort Macleod, Alta., 25 years ago. Two years after their arrival there the Blood Indians of the Blackfoot tribe were put onto the Blood In-

MAYOR IN 1907



Dr. W. S. GALBRAITH

dian reserve, at Old Man river. The Dominion government had just finished surveying the reserve, and the Indians were being persuaded to change their roaming life for one of domesticity. The Macleans learned their language, and tried to teach them the Gospel story.

Mrs. Maclean interested the Indian women in sewing. She wrote to her friends down East asking for calico, print, scissors, needles and "the biggest thimbles you can buy." "Why the biggest?" "Because the women did all the work, putting up tents and taking them down, cutting wood, and so forth, and their hands were as wide as men's. The men deigned only to hunt."

When the thimbles arrived, the women were glad enough to wear them, awkward though they felt, because they pricked their fingers on the print on which they were unused to sew.

Cooking also attracted the In-

"The Red River Valley"

Song of Rebellion Days Recalled By Old-Timer
Charles B. Bowman

Undoubtedly the best known and perhaps the only real folk song that came out of the old west, was that lilting song "The Red River Valley." C. B. Bowman, Lethbridge old-timer, first heard the song in Halifax, before he came out west. It was brought back east by the volunteers of the Halifax Provisional Battalion (63rd Rifles and 66th Princess Louise Fusiliers) on their return from the Riel Rebellion of 1885.

Mr. Bowman next heard the song on his way west in 1889. He wrote the words down in an old diary and vouches for the version which appears below. The song has been considerably altered in recent years, but the following is said to be a true copy of the original words:

'Tis a long time you know I've been waiting
For the words that you never would say
But alas! now my fond heart is breaking
For they say you are going away.

Chorus

Then consider a while ere you leave me
Do not hasten to bid me adieu,
But remember the Red River

dian women, who stood in the doorway of Mrs. Maclean's kitchen to watch her use spices. Salt they had seen, but not pepper. Pie was something new to them, and when she actually gave them a taste, their eyes rolled! But cooking was restricted in the early days. Prices were exorbitant: Eggs cost \$1 a dozen in summer and \$2 in winter, a sack of sugar was \$50—so "we gave up eating sugar," said Mrs. Maclean. Butter was 50c in summer and \$1 a pound in winter. Potatoes were \$7 for a 100-pound sack, and even onions 50c a pound.

Valley
And the maiden whose heart beats for you.

From this Valley they say you are going
I shall miss your bright eyes and
and gay smile
And the sunshine that o'er me is
glowing
That brightened my pathway
awhile.

When you go to your home by
the ocean
Will you think of those bright
happy hours
That you spent in the Red River
Valley
And the vows which you made
'midst its bowers.

—1885—1935—

THE OLD-TIMERS' AUTUMN

How gallantly the year grows old!
Tho' summer's gone, and nights
wax cold,
No coward, hanging head in
shame,
Wide flies his banner, gold and
flame.
With sun-lit face and open hand
He scatters largess thro' the land.
Unconquered still, a champion
bold,
How gallantly the year grows old!

May I as gallantly grow old!
When Winter comes and winds
blow cold
I'll nail my colors to the mast
And smile, undaunted, at the
blast.
I'll live my life from day to day
With lifted chin and courage gay,
Facing the light my head I'll hold
So shall I gallantly grow old.

—MARGARET L. BENTLEY.



AN EXAMPLE TO KEEP

The pioneer knew thrift as a stern necessity and by its homely virtue gave beginning to a nation. His example is one to be followed today. Regular deposits in a Savings Account are the sure road to financial independence and security.

THE
ROYAL BANK
OF CANADA

To the Citizens of Lethbridge:
I am only too pleased to avail myself of this opportunity to congratulate you on the attainment of your city's 50th anniversary. As an old-timer of the province, and through my business interests in your city, I have followed, with deep interest, the steady and sound development which has taken place. The progress made and achievements attained, stand as a glowing tribute, not only to those who have pioneered with sacrifice, but to those who followed and today are carrying along in the same sound progressive manner.

In conclusion, allow me again to congratulate you, and I assure you I shall still continue to follow with interest and faith the progress of your city and its people. My sincere wish is that Lethbridge shall continue to enjoy in the future the same success it has attained in the past 50 years of advancement.

John I. McFarland,
President,
IMPERIAL MOTORS LIMITED.

Last Great Indian Battle Was Fought

It is within the knowledge of most of the residents of the Northwest, that the Indian population of the Territories is composed mainly of two great divisions—the Crees and Assiniboines forming one, and the Blackfoot confederacy, or the Blackfeet, Bloods and Piegans the other. Speaking different languages, inhabiting different though adjoining parts of the Territories, and with different manners and customs, they have been enemies from time immemorial, and it is unquestionably due to this fact that the rebellion of 1885 was so quickly and easily put down. Had the Blackfeet forgotten their old enmity and joined hands with the Crees, it is hardly possible to calculate the enormous additional loss of life and property that would have followed, and we cannot therefore be too devoutly thankful that out of evil there came good—that an hereditary feud between the two great camps was the means of ensuring peace and safety to a large and populous part of the Northwest.

I have said that most nor'westers are aware of the two great divisions, and possibly of the fact that they are mutually antagonistic; but I venture to say that few of them know that, at the present site of the Galt coal mine, these two races came together in mortal combat, and fought out one of the greatest Indian battles of the past fifty years. I propose telling the story as briefly as possible because I believe the event to be worthy of record, and also of interest to the people of Canada. Additional incentives are found in the fact that I know the ground well and have the details of the battle from an eye witness who was also a participant.

It was late in the fall of 1870. The preceding year, small-pox had swept through the tribes, and left in its wake whole camps of "dead lodges." (A "dead lodge" is, or was one of the burial customs of these Indians. When a brave died he was rolled in robes, his arms and trappings were laid beside him, along with enough food and water to last him on his journey to the Happy

Hunting Grounds, and the lodge was left standing over him. These lodges were never disturbed.) The mortality was estimated by competent authorities at forty or fifty per cent. The Crees and Assiniboines thought this a favorable opportunity to strike a decisive blow at their powerful enemy (Indians are not generous foes), and accordingly organized and despatched a war party, numbering in the neighborhood of six or eight hundred braves. Big Bear, Piapot, Little Mountain and Little Pine—names which became rather well known in '85—were among the Cree and Assiniboiné Chiefs, either present themselves or represented by their bands, and they were largely reinforced by the South Assiniboines.

The Blackfeet and Bloods were then camped mainly on Belly River between Kipp and Whoop-Up, two whisky trading posts about twenty miles apart, but the Blackfeet themselves were not numerically strong. The South Piegans were camped on the St. Mary, above Whoop-Up, which is at the junction of the Belly and St. Mary, having been driven to this side of the line by the American Expedition against them under Col. Baker. Big Leg, Black Eagle and Heavy Shield were their chiefs. Crow Eagle led the North Piegans, and Bull Back Fat and Button Chief the Bloods. The South Piegans were well armed with repeating rifles, needle guns and revolvers, the Bloods were not so well equipped, while the Crees and Assiniboines had only old muskets, Hudson Bay fukes and bows and arrows to depend on.

The Crees reached Little Bow, about twenty-five miles away, and small parties from the main band, sent out to reconnoitre, succeeded in stealing several horses from small camps about Whoop-Up. One night, however, about the 25th of October, the whole band set out and descended on a few lodges about three miles above Whoop-Up, on Belly River, killing a brother of Red Crow, Chief of the Bloods and two or three squaws. The noise aroused the whole Blood camp, which was in the immediate vicinity, and in a few minutes their braves were engaging the enemy, while messengers were riding in hot haste to alarm the South Piegans.

Such was the commencement of probably the only purely Indian pitched battle in the Canadian Northwest, of which we have any authentic record.

The first faint streaks of dawn had hardly begun to show in the east when the Piegans came up and the fight became general; the Crees slowly retreating across the prairie towards the present site of Lethbridge (the distance between the rivers here is four or five miles) and the Blackfeet following. The river banks reached, the Crees took up their position in a large coulee running up from the river and out on the prairie, while the Piegans, after much difficulty, succeeded in establishing themselves in a shorter coulee to the south. A large number of Bloods and Blackfeet were in a small coulee to the north, and on the prairie to the north and west, but they found themselves too much exposed, and during the progress of the fight, gradually worked around to the south. The Crees on the whole had much the best of the position. The horses of course were stationed in the bottoms out of range.

The main fighting seemed to have been between the two coulees first described. They are parallel, from three to four hundred feet wide, and separated by a ridge varying in width from thirty to two hundred feet. Here for over four hours the battle raged, the braves crawling to the edge of the coulee and exchanging shots with the more adventurous of the enemy. A head, a hand, a piece of blanket or robe—anything was enough to shoot at. It was a contest in which skill and cunning in taking advantage of the inequalities of the ground came largely into play. It is stated that several were badly injured by heavy stones thrown across the narrowest part of the ridge from one coulee into the other. Two Piegans attempted to gallop down the ridge for purpose of ascertaining the strength and position of the enemy, one was killed outright, and the other badly wounded and his horse killed under him. In all during this time about a dozen Black-

feet were killed. It is impossible to say how many were killed.

The Piegan braves behind them and from came hotter and alarmed, began the rear by slipping for the river half-breed Piegan as a police guard around the bank perceived this companions in they did. Some poured over the ing the now and killing with the latter were point of a hill some twenty oracular, and over rushed headlong each other, the dear life, until fight became a the current, a mass, while the and shot them Potts' expression shut and be sun and during the easily forgotten dust and smoke port of rifles a Blackfeet, while yells of the Cree

The slaughter Blackfeet followed joined by a large who had crossed and on one spot stand, about five matter of fact

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DEPENDABILITY - QUALITY - EXCLUSIVENESS - SERVICE

as Fought on Present Site of Lethbridge

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feet were killed, and a large number wounded.
It is impossible to say how many Crees were
killed.

The Peigans finally got a strong force of
braves behind a small butte, which in a measure
commanded the Cree coulee, and the fire from
them and from their friends in the coulee, be-
came hotter and hotter, until the Crees, becoming
alarmed, began to effect a strategic movement to
the rear by slipping out of the coulee and mak-
ing for the river. At this instant, Jerry Potts, a
half-breed Peigan, (he afterwards became famous
as a police guide), who was reconnoitering
around the bank of the ridge facing the river,
perceived this movement, and made a sign to his
companions in the coulee to charge, and charge
they did. Some on horseback, some on foot, they
poured over the ridge and down the coulee, driv-
ing the now panic stricken Crees before them,
and killing without quarter. A large number of
the latter were forced out of the ravine over the
point of a hill to the north. The descent here is
some twenty or thirty feet, and almost perpen-
dicular, and over this pursuers and pursued both
rushed headlong, horses and men tumbling over
each other, the men fighting and struggling for
dear life, until the bank was reached and the
fight became a butchery. The Crees plunged into
the current, and moved across almost in a solid
mass, while the Blackfeet halted on the brink
and shot them down like sheep. To use Jerry
Potts' expression; "you could fire with your eyes
shut and be sure to kill a Cree." The scene now,
and during the charge, must have been one not
easily forgotten. The river valley was filled with
dust and smoke, the air resounded with the re-
port of rifles and the deafening war cries of the
Blackfeet, while thick and fast came the death
yells of the Crees.

The slaughter did not end at the river. The
Blackfeet followed the Crees across, and being
joined by a large contingent of their brethren,
who had crossed higher up, the butchery went on,
and on one spot where the Crees made a sort of
stand, about fifty of them were killed. It is a
matter of fact that in the confusion and excite-



INDIAN CHIEFS IN CEREMONIAL ROBES

ment of the pursuit, some of the Blackfeet were
killed by their own friends, while Crees, ming-
ling with the Blackfeet, escaped. Finally the
Crees reached a clump of trees immediately in
front of the present entrance of the Galt mine,
(the residence of Mr. E. T. Galt, general man-
ager of the Alberta Railway and Coal Company,
now stands on this spot.) and having abandoned
most of their horses, took refuge there, and made
a last stand. The Blackfeet collected all the horses
and virtually surrounded the place.

Such was the great battle of the fall of '70.
Cairns of stones along the edge of the ravine
mark to this day the place where the Blackfeet
braves fell. It is difficult to estimate the loss of
the Crees, on account of so many having been
killed in the river, and their bodies swept away
by the current, but it is certain that it was be-
tween two and three hundred. About forty Black-
feet were killed and fifty wounded.

The following year, the Crees sent tobacco to

the Blackfeet, and in the fall a formal treaty of
peace was made between the two nations on the
Red Deer River.

Scarce two decades have passed since the
event which I have tried thus briefly to record,
and a town of twelve hundred inhabitants now
looks down on the peaceful valley which re-
sounded on that October morning with the rattle
of musketry and the shrieks of defiant foes.
Shrieks are still heard, but they are from the
whistle of factory and locomotive, while the busy
town and heavy trains exchange western coal for
the merchandise of the east, are sure evidence
that one page in the history of Alberta has been
turned down forever.

The actors in the drama—those who have
not gone to join the Great Majority—are widely
scattered. The Crees and Assiniboinen are dis-
tributed on small reserves through the Qu'Appelle
and Saskatchewan Country. The powerful Black-
foot confederacy still exists, but is sadly shorn
of its one time greatness. Small-pox commenced
the work, whisky continued it, and now the re-
lentless Moloch of advancing civilization with
its attendant trail of disease, is causing these
Indians to disappear like snow before the warm
breath of the chinook.

On the Blood reserve last year, the births
were sixty-three; the deaths, one hundred and
forty-eight.

G. A. KENNEDY, M.D.

The above article appeared in the Lethbridge
News dated April 30th, 1890.

Dr. Kennedy, writer of the above article 45
years ago, was North West Mounted Police
physician at Fort Macleod, and father of Dr.
Alan Kennedy, at present a practicing physician
there.

It is to be noted that the nomenclature of the
rivers at Lethbridge has been changed since the
above was written in 1890. The river at Lethbridge
now known as the Oldman River, was at that
time called the Belly River

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COALS MINED IN THE CROW'S NEST PASS

The Only All Mechanically Cleaned
Coals in Canada.

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BLAIRMORE, ALBERTA.

Frontier Editors Blazed Bold Trails

NOT THE LEAST interesting experience in life is the perusal of old files of a newspaper. Just let a newspaperman get at a musty old newspaper file and he is away for hours. There is something fascinating about this search for what was "news" half a century or more ago and how it was handled; moreover there is always a zest in recalling old personalities, their doings and sayings.

The files of pioneer Southern Alberta newspapers furnish a wealth of historical information not to say amusing incidents of the period. Journalism in this region has its traditions and in this Jubilee Year the Herald is pleased to salute those early publishers who with scant facilities for "getting out" a paper and with none of the news services now available, to say nothing of the increased advertising and circulation opportunities, carried on heroically. Only now are we realizing the importance of their contribution to the "Making of the West." They chronicled the swift changes in its history telling the story as they saw it—an invaluable legacy.

In addition to the regular newspapers such as the famous old Macleod Gazette established in 1882, and the Lethbridge News, which followed three years later, there was one "black sheep" of the frontier journalistic family—"The Outlaw" that blossomed forth in its day. Copies of this small but noisy and flippant journal, published, so the announcement said, at Scott's Coulee—somewhere between Macleod and Brocket—were made available to the writer and from those early issues he is passing along a few choice morsels.

Its motto was "With Malice Towards All and Charity to None" and its particular hobby was politics. The Outlaw claimed to be independent boldly declaring "We hate and detest the Liberals almost more than we despise the Conservatives." The former have about as much idea of what they want to reform as the latter have of what they want to conserve."

Critical of most of the public men of that period—the middle '90's—this insurgent journal did admire Frank Oliver of the Edmonton Bulletin, later the Hon. Frank Oliver, statesman, crusader and champion of western rights. The Outlaw on June 2, 1896, said: "Mr. Frank Oliver would be a capable if not a brilliant representative. He is a man of convictions, with a strong element of personal independence, a crank if you like, but a born fighter, and no mean hand at a controversy."

In the same issue, the Outlaw editor tells of the famous "Paddy" Nolan going down to Cardston in the "Mormon Country" for a political meeting. He is described as the "Liquid Irishman" which is significant. For all went well until Paddy's thirst got the better of him. Search as he may he could find nothing in the shape of liquor, not even a cork to sniff at. He did spot a sign in a store window "Root Beer" so he bought

a package for 50 cents as a souvenir.

From the Outlaw's Pincher Creek correspondent came this choice morsel: "Any information you can give re whereabouts of Jack Herron will be thankfully received by sorrowing friends. He strayed off his range Monday and was last seen being led out of the barracks at Macleod by Sgt.-Major Don Donald, who claims that Jack was trying to influence the Police to vote for Frank. No reward."

The First Gun

The Outlaw had its own style of reporting political meetings. Here is a sample:

There was a political meeting in Genge's Hall, Macleod (kindly lent for the occasion) on Wednesday evening. Mayor Grady occupied the chair with his usual courtly grace, and his dignified demeanour, no less than his unbending backbone, did much to keep the unruly spirits in order and make the meeting a success.

We have only one criticism to offer. Mayor Grady should have been attired in a frock coat, adorned with a boutonniere. We hate to mention it because it is rude to make remarks about a gentleman's clothes, and it is the Outlaw's strict policy to avoid personalities, but our duty to the public must be done, even though the heavens should fall. A frock coat and boutonniere are de rigueur in a chairman, and we must have 'em. Verb. sap.

To proceed. His worship introduced Mr. Oliver with a few eloquent remarks and a wave of his lily white hand. Mr. O. at once plunged into principles and policies—the national policy, the C.P.R. and freight rates, Crow's Nest Pass road and the school question. He got so deep in the last two that we don't know whether he is out yet or not, the only thing we are certain of being that he will be out on the 23rd of June next. Several gentlemen in the audience wanted information. Mr. Cowdry wished to know what was the difference between the Grits and the Tories and was told he was a chump. Vice-Pres. Horan sputtered around at the back of the hall and tried to tell the candidate that he was giving the audience guff. John Black laughed. Charlie Ryan, away up in front, was in dead earnest, and waved his arms and shot out question after question at Oliver, until the latter said (at any rate he wanted to say) "give us an easy one." Charlie proposed to wade through gore for his separate schools, and if Tupper or Laurier don't give them some other "quare fellow" will. Oliver concluded a 2½ hour speech by taking his seat, while the audience took a drink.

Then P. J. Nolan, known to fame as Paddy, took the platform, and a stream of liquid Irish poured over the audience. He had no use for principles, (he hasn't either) the national policy was good enough for him. Hurrah for Tupper and Hugh John and Cochrane and the ould flag. "I'm not Cochrane boys, I wish to God I was, I'm only Nolan, me, but I represent Cochrane here tonight,

MAYOR TODAY



DAVID H. ELTON, K.C.

and I say what he wud say, if he cud. We have an establishment in Calgary called a brewery, where they make a liquid that is refreshing, and I'm tould Mr. chairman that it is also sometimes slightly intoxicating, (here he winked at Grady) where would ye be if ye didn't have the brewery, for ye wouldn't have it only for the N.P. And then there's our friend Tom Stone, too, ye've all heard of Stone's hams, etc., and where wud ye be without the N.P., why he couldn't save his bacon. Go long wld ye, don't talk to me of yer Free Trade. And then about the C.P.R., Oliver didn't know what he was talking about. It was lots better to ride in a pulman than walk, any omadhaun could see that. And the Liberals, the dirty spalpeens, tried to stir up religious strife and discord by not voting for the Remedial Bill." Here he turned on the virtuous tap, and threatened to engulf the audience in tears, but both the Queen's and the Macleod were shut up by this time and the effort failed. Perhaps this was the reason also why the meeting shortly after broke up by singing the doxology.

Among the prominent Liberals

present, as noticed, A. M. Morden, Jno. Herron, C. E. D. Wood, Baptiste Kipling and William Harris; while the Conservatives were strongly represented by William of the lavender pants, B. Rhodes, Joseph Nixon and Malcolm.

The Macleod Gazette, the oldest copy available being that of Feb. 3, 1883, and in the possession of Dr. Kennedy of Macleod, and the Lethbridge News in 1889, devoted considerable space, editorially and in their news columns, to the proposed extension of the Galt railway lines into Montana. The Gazette, at the time edited by C. E. D. Wood, on June 13, 1889, said editorially that difficulty was being experienced in securing needed capital for the road in the Old Country. Then Editor Wood goes on to point out: "The facts should be looked plainly in the face by Lethbridge people. The southern extension of the Galt road is a very necessary factor in the prosperity of Lethbridge, but we doubt if a line straight south from Lethbridge, if ever built, will ever prove the great boon which many think it will. Such an extension would run through a very unproductive and unimportant country and would not be the means of supplying a ton more coal on this side of the line than is now consumed."

The Lethbridge News in its April 24 issue, 1889, takes the Calgary Tribune to task on its "vague and mysterious utterances on the subject of Sir A. T. Galt and the (railway) monopoly." The News goes on to point out the absurdity of such a view.

J. D. Higinbotham in his book, "When the West Was Young", recalls that the Lethbridge News editorials—many of them—were written by F. W. G. Haultain, (later Sir Frederick), "Dr. C. F. P. Conybeare later succeeded to this post and rendered good service," he says. Mr. Higinbotham in reciting the difficulties of the frontier publishers mentions the "Rocky Mountain Cyclone" which opened for publication under extreme dif-

ficulties as may be judged by the following explanatory note by the editor.

"We begin the publication of the Cyclone with some phew difficulties in the way. The type phounder phrom whom we bought the outfit phor this printing ophee phailed to supply any ephs or cays and it will be phour or phive weex bephore we can get any. We don't lique the idea of this variety ov spelling any better than our readers do, but mistax will happen in the best-regulated phamilies."

Yes, the frontier editors had their troubles, too. But they got a "whale of a kick" out of their job.

Some of the early newspapers in Southern Alberta were the Macleod Gazette already mentioned which first appeared on July 1, 1882; the Rocky Mountain Echo later the Pincher Creek Echo, which appeared first August 1, 1900; the Lethbridge News, the first issue of which came from the press on Friday, Nov. 27, 1885; the Cardston Record which came out first on Friday, August 6, 1898; the Raymond Chronicle first published in 1902; exact date unknown; and the Magrath Pioneer first issued June 1, 1906. None of these papers are now published although the Cardston Record has become the Cardston News and the Raymond Chronicle, after being called the Raymond Rustler for a time is now the Raymond Recorder. The Macleod paper revived the old name "The Gazette" a few years ago. The Magrath Pioneer was launched by D. H. Elton, chain newspaper publisher in those early days, now David H. Elton, K.C., mayor of the city of Lethbridge. He also published papers in Cardston—the Cardston Star—and the Raymond Rustler.

—1885-1935—

The first physician to visit Lethbridge was Dr. George A. Kennedy of Fort Macleod who attended mine (s); also the Stafford family at the River Bottom. The first resident doctor was Dr. Frank Hamilton Mewburn.

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1885 - Jubilee - 1935

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as then, reliable hardware is still doing its part.

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stands ready with the largest stock of hardware in Southern Alberta to quickly supply the necessary hardware items needed on the farms and in the various industries of this country to help blaze a trail to even greater progress.



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LETHBRIDGE.
1885—Jubilee—1935



Do You Know

THAT C. A. Magrath, on the occasion of his marriage to Miss Mabel Galt, daughter of the late Sir Alexander Galt, in 1899, was presented with a handsome silver bowl, from subscriptions of \$1.00 each from his friends in the electoral district of Lethbridge. The list of subscribers included every old timer in Lethbridge and the surrounding country.

THAT Mr. Magrath, about the same time, refused to consider a proposal to be Conservative candidate for the House of Commons.

THAT many miners' homes in the early days were located on 1st Avenue, between the old Hudson Bay corner and the present iron works. Some of them are still standing and are used as restaurants and boarding houses.

THAT the first coal was produced at the river bottom and was hauled up to the narrow gauge railway on an inclined railway which ran rather close to the site of the present high level bridge.

THAT Rev. Father Van Tighem raised very fine apples in his garden adjoining old St. Patrick's church, near the present C.P.R. depot, long before the Experimental Farm was established.

THAT the first section of the townsite of Lethbridge was staked out in April or May, 1885.

THAT the narrow gauge railway (three feet) was completed from Dunmore to Lethbridge in July or August of 1885.

THAT a celebration was held in October, 1890, when the narrow gauge railway between Lethbridge and Great Falls was completed. A ball was held in the evening in the A.R. & I. company hall at the north side of the railway tracks.

THAT C. B. Bowman was at one time deputy Sheriff at Lethbridge.

THAT the record of those signing incorporation papers for the town go to show that Charles A. Magrath, R. Niven, G. H. R.

Wainwright, F. R. Godwin, Wm. Stafford, C. F. P. Conybeare, Stephen Alexander, L. N. McEwen, H. Bentley, P. R. Neale, E. C. Wilson, J. M. Ritchie, Henry Howard, C. W. N. Ramsay, Charles Bowman, E. T. Saunders, James Pryce, Robert Ripley, R. C. Jardine, T. F. Kirkham, T. D. Kevin, J. R. Davis, A. I. Hipperson, D. C. Murray, Allan Grant, Frank Colpman, Jos. Nolles, I. F. Ritchie, P. Carr, W. Colpman, H. McBeth, Wm. Henderson, W. R. McDougall, Thomas McNabb, Jos. Bailey, Thos. Curry, William Bentley, C. M. Turner, J. H. Cavanah, George Oddy, George McFarquhar, George Rowe, Thos. McCaugherty, H. F. Greenwood, John Hawley, William Barnes, C. McKillop, F. Champness, H. Martin, J. W. Bulmer, F. B. Roberge, Jos. Morris, John Rossaine, Gordon McCormick, F. H. Mewburn, N. T. Macleod, J. D. Higinbotham, John McNaughton, Wm. Harvey, Wm. Oliver, Job Reed, J. L. Stoval, C. J. Bulger, Thomas Lyons, Edward Holmes, A. E. Keyes, Wm. McWhirter, R. E. Sherlock, a total of 56 voted for incorporation and that E. Dupont, R. Lucas, A. Wardman, C. Lowther and Malcolm McKenzie, a total of five, voted against, while Ed. Marlow refused to vote. This list is certified to by Alex Moffat.

THAT the first election for a town council was held on February 2, 1891, and that the new council met on the following day.

THAT C. A. Magrath was elected the first mayor by acclamation.

THAT the result of the first election for councillors was as follows: J. H. Cavanah, 223; H. Bentley, 207; W. Colpman, 169; C. M. Turner, 152; W. Henderson, 140; T. Curry, 142; T. McNabb, 131; R. Niven, 123; M. McKenzie, 116; J. Bruce, 116; N. Wallwork, 99; H. Martin, 77; J. Reed, 20, the six highest being elected.

THAT of Lethbridge's first council only W. Colpman, now of Victoria, survives.

THAT the boundaries of the town were fixed as follows: The river

AN OLD LANDMARK

A building in which dwell some of the ghosts of the early days, when Galt Gardens which it overlooks had not yet blossomed forth from the prairie, is the old A.R. and I. building, now housing the staff of the Natural Resources of the Canadian Pacific Railway. There are men living today in Lethbridge who, looking on that building, will sigh for the "dear dead days of yore," when they danced on its floor with some lovely girl now a matron or strutted on the stage in the amateur theatricals which were held in the building as the hero to the beautiful heroine, now maybe, a grandmother. The only vestige to remind modern Lethbridge of an old-timer in the shape of a building is the sculptured plaque of C. A. Magrath on the entrance to the building, with its side whiskers telling of "other times other manners."

A Community Centre

In the old days the building to which the name of the "A. R. and I." still clings, was a community and social centre. That was the intention of its originators, a private company, which included men who live in old time memories, such as the late Harry Bentley, the late Dr. Mewburn, and J. F. Ritchie, a well known lawyer of the early days. The building goes back to the early 90's, and its builder was William Henderson of Regina, who built the old part of Galt hospital and "Riverview," the residence of the late Dr. C. F. P. Conybeare.

Taken Over by E. T. Galt

Amongst its other uses, the building was intended to serve as a town hall. The building, however, passed through evil days through its sponsors not being able to meet the mortgage on it, and so it became forfeited with E. T. Galt taking over the mortgage and the title and turning it into an office for the Alberta Railway and Irrigation Company, denoted by the initials A.R. and I., which was known as the Canadian North West Irrigation Company, the parent company being the Canadian North West Coal and Navigation Company, founded by Sir Alexander Galt. The ground floor was used for this purpose, with the first floor occupied as a residence by E. T. Galt. This was in 1898.

on the west, the road immediately west of Scott's place on the east, the southern boundary line of Section 31 on the south and the north boundary line of the south half of section six on the north

THAT the new town did not have authority to grant bonuses.

THAT the limit of rate on assessment, including local and special tax, but not including school rates in any one year, was fixed not to exceed one and one quarter cents on the dollar.

THAT the coal shafts, workshops, engine houses, rolling stock and track of the A.R. & I. company were exempted from municipal tax but not from the school tax, for twenty years.

THAT the Lethbridge News at this time urged fire protection, pointing out that hay kept in the heart of the town and not properly protected caused a serious hazard

THAT Mr. Magrath was nominated for Mayor in Lethbridge's first election by J. F. Ritchie and J. D. Higinbotham.

MAYOR 6½ YEARS



ROBERT BARROWMAN
Mayor from the middle of 1923 to the end of 1934.

The first death of a white child in Lethbridge was that of Henry Stafford, a lad of 12 years, who passed away following an attack of pneumonia.

Mrs. Charles McKillop had the first piano and C. A. Magrath was the first one to play on it.

FORMER PUPILS WHO HAVE BECOME TRUSTEES

So far as is known only three youths who attended Lethbridge schools have yet served on the school board governing the educational institutions which they attended. The men are A. G. Virtue, K.C., J. S. Kirkham and George Bruchet. The latter attended the convent and is now chairman of the Separate School Board.

Congratulations Lethbridge!

ON YOUR 50th BIRTHDAY

We are glad to have shared in some measure your progress and your growth. From a small beginning, many years ago, we have grown to be the best-equipped blacksmith shop in this city, with a reputation for reliable, satisfactory work at a moderate price.

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Electric and Acetylene Welding.
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LETHBRIDGE

ANOTHER OLD TIMER

1893 — 1935

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CALGARY. Established 1899. LETHBRIDGE

CONGRATULATIONS TO CITY OF LETHBRIDGE

ON ATTAINING ITS 50th ANNIVERSARY.

FROM

F. M. THOMPSON CO.

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THE LEADING PASS BUSINESS HOUSE.

OLD AND NEW FRIENDS ARE CORDIALLY INVITED TO VISIT OUR STORE DURING OUR MID-SUMMER SALE—
JULY 13th TO JULY 27th

Blood Indians, Our First Citizens

(By MIKE MOUNTAIN HORSE)

A PAINTER must know how to mix his paints, and he must know how to paint, but whether he reproduces nature, or makes a daub depends on his knowledge of the subject he is painting. To write of the Indian, one must know the Indian.

Being master of all the technique in the world doesn't give a man knowledge of what he is writing, which accounts for much of the blundering haphazard vapors that are written of the Indian. Libellous stuff, material founded on hearsay, or gathered through a smattering of ill-digested reading which in turn is the output of those so full of their own confidence, they must have been bored in the writing. Here is a story written by myself, Mike Mountain Horse, a blanketed Indian, domesticated in the ways of the white man by the efforts of the Indian department.

The Blood Indian tribe, to which I belong, who will attend the Lethbridge Golden jubilee celebration in large numbers, have always been regarded as a very powerful and fierce tribe of Indians in the Canadian west. Many years ago, they travelled all over the western country, hunting and fighting their foe, and enjoying life to the utmost in the many beautiful places where they found the best wood and water.

Born in a Teepee.

Our home life began in a teepee. It was there we were born, and we love our home. When I was a small boy, all the Indians were then using canvas covering for their teepees. Buffalo skin teepees were not used any more.

To erect a teepee properly, three poles were first laid on the ground, one longer than the others. The long one was to serve as the front door space. These three poles were tied together with rawhide rope and then were raised up. The teepee covering was then laid on the ground and doubled over. One pole was then laid on the center of the back and tied to the top.

All the other poles were placed around the three poles which are now standing, except two. These were left for the air flaps on top. After all the poles were in place the one that supported the teepee was placed. One end of the teepee was pulled around to the door space and the other end pulled around to meet it.

A woman then climbed on a travois to the top, and put the pins in front to hold the teepees together. Other women staked the teepees down with larger pins made of cherry wood. These stakes were about 15 inches long and the

Here is Fort Benton water-front and warehouse district from a photograph kindly loaned the Herald several years ago by John D. Higinbotham. It shows bull teams, horse teams and mule teams, all used for transportation fifty years ago. What Mr. Higinbotham calls "The Gibbet" in the right rear of the



bark is kept on them for about two inches. This kept the teepees from slipping up on them. In the center of the teepee a large fire was built and it was nice and warm regardless of the weather conditions.

The beds were made all around the walls of the teepee.

At the rear of the bed against the teepee wall a tanned hide was tied to the poles, on which was painted fancy designs. These were to the Indian what pictures were to a white man's home.

Our paint in those days was made from baked earth and berries.

The paint pots were buffalo horn cut out in the shape of bowls. The brush used by the artist was not really a brush, but a small bone rather ragged on the edge so it would hold the paint. The straight edge or ruler was a very straight stick. The women as usual were the artists. Sinew from the cords of the buffalo was used in lieu of thread.

WOMAN'S PLACE

Among the Blood Indians once women passed the age of youth, she became a drudge. "She gathered the supply of fir wood all the time. When moving camp she pulled her teepee down and erected it at a designated place chosen by her husband. Then came the dressing of skin, making clothing and preparing food."

In travelling the Indian woman carried the heavy burdens. Apart from the making of war weapons and pipes, the men while at home were idle. In summer and autumn they were busy waging war with their enemies, and hunting buffalo. With the beginning of a new year came the season of festivals when the warriors were idle and

picture, served a two-fold purpose—for loading freight and as a hanging post when the Vigilantes had a "bad man" to be dealt with. Missouri River is in the background. Trading with the Indians of South Alberta was opened up in 1867 when traders from that Montana frontier fort came 200 miles northwest and built Fort Whoop-Up.

the women had some leisure. Gambling was with most Indians a passion. One game of chance after another was indulged in. That the betting was sometimes high, I gathered from an old fellow, Three Guns, who told me: "Once in mid-winter, with the snow three feet deep, the men of his village on the Blood Reserve returned from a gambling visit bereft of their leggings and barefoot, yet in excellent humor."

AN INDIAN FEAST

Interesting, too, is the account of an Indian feast. The invitations are very simple. The guest had been bidden in a loud vociferous voice to "Come and Eat." These invitations are always accepted, the guest taking with him

his own dish and oyster spoon. Arrived at the scene of the banquet, the visitors arrange themselves around the interior of the teepee, some squatted on the ground others seated upon the beds along the walls of the teepee.

At a signal from the host, attending women fill the bowls and the feast begins. That good appetites were the rule may be inferred from the fact that the feasting was often prolonged throughout the whole day.

NO WRITTEN LAWS

The Indian have no written laws such as govern all communities of white men today. It is surprising therefore, that people who were so fierce in their dealings with outsiders, should have lived

OLD TIMERS, ATTENTION!

YOU MAY HAVE READ

"When the West Was Young"

by JOHN D. HIGINBOTHAM

but you will want a copy for your very own. The ordinary edition has been practically sold out at \$3.00 each, but there are still some copies of the DE LUXE edition, handsomely bound, beautifully illustrated and AUTOGRAPHED—which sold for \$4.00 each—now available at a REMAINDER PRICE of \$2.50, at your Stationer's.

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Published by The Ryerson Press, Toronto.

GOLDEN JUBILEE GREETINGS

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MAY THE PAST POINT US TO THE FUTURE.

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FOR SOUTHERN ALBERTA.

In Days of the Scalping Knife

peaceably together in large numbers. The explanation is to be found in the fact that they were strongly influenced by customs, and a complete usage to control their action. They were always ready to help each other. When a young woman married her people supplied her with home commodities to give her a start. They were moreover hospitable and sociable. The poor and outcast had only to enter a teepee and food was placed before him.

In addition to their dances and feasts, they indulged in considerable visiting, passing the time in telling of their prowess in battle.

INDIAN BELIEFS

All Indians are very superstitious having strange ideas about nature. They thought that birds, beasts and reptiles could feel and perceive like men, that they could hear human prayer and influence human life. Thus an Indian has been known to make a long speech of apology to a wounded bear, he has been known to treat with great care, a bone of the dead for fear of offending him.

They thought, too, that in the lakes, rivers and waterfalls dwelt spirits or living beings, and they strove to win the favor of these by means of gifts. Whenever, for instance, the Indian passed the Medicine Rock at Lethbridge, they placed a gift usually of tobacco, on top and beside the rock at the same time offering a prayer to the local spirit. Dreams played an important part in the life of the Indian. They told him the cure of diseases, taught him the position and plan of his enemy or the haunts of the game. His belief that every object in nature might affect him for good or evil kept him in constant fear. The fall of a leaf, the movement of an animal, or the cry of a bird was to him a sign of good or evil fortune.

THE MEDICINE MAN

The medicine man worked upon these superstitious fears. It was upon dreams, dancing and howling rather than upon natural remedies that the medicine man relied upon for his cures.

The Indian idea of a "Supreme Being" was not a very high one. When he tried to think of the one who made the world, he brought him down to the level of a man. The Indian had one idea to express the idea of God. "He Made Us" is the expression which meant anything which he thought of as possessing more than human power.

Such were the people whom the pioneer missionaries found lordling it over the North American continent. In his dealings with the intruders, the Indian displayed two marked characteristics—a love of freedom and a spirit of revenge. This untamed savage of the plains could not bring himself to submit to the restraints of an eastern civilization, and as the newcomer pushed inland from the Atlantic, he drew further west rather than part with his beloved

freedom. In his treatment of his neighbor the settler was not always just and his injustice drew upon him the vengeful enmity of a foe that never forgets an injury.

THE SCALPING KNIFE

Thus we find the early pages of Canadian history filled with the records of Indian warfare with all its horrors, and, most hideous of all, the ravages of the scalping knife. This custom of removing the skin and top hair from a victim's head arose, historians tell me, in this way: "A great chief once offered his beautiful daughter in marriage to the brave who would kill a member of a neighboring tribe who was his personal enemy and bring him the dead body. The young warrior who succeeded in the killing and was carrying home the body of his victim in order to gain the coveted prize, finding himself hotly pursued and his burden growing heavier and heavier, cut it down bit by bit until by the time he reached home there was nothing left but the scalp. This was enough to show he had done the deed."

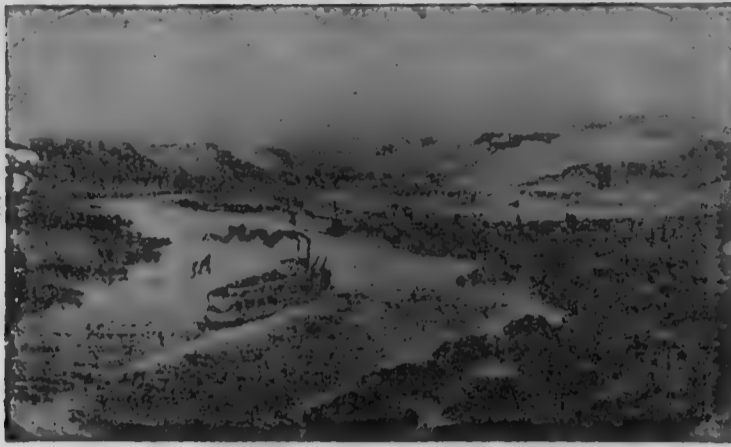
Though this may only be legend, scalping became the revolting practice of Indian war parties, and for many years struck terror in the hearts of the first settlers of this continent.

INDIANS AND THE MOUNTED POLICE

The Indian thought the Mounted Police were the greatest service in the world and looked upon the members of this famous force as their protectors. A bare handful of brave men like Colonel Macleod, these men had conquered the vast territory of the Northwest, cleared it of its worst characters and made life far safer than it would be on city streets. Law and order had come out of chaos only because the men who comprised the Mounted Police were men of sterling character, men who held their honor higher than the briber's gold, and were willing to face quick death on the plains or slow torture's end on the trail in the frozen north, all this without a murmur and all because of a principle. When the North West Mounted Police first came to the West, they had to fight the whiskey traders, who carried "fire water" to the Indians, thus causing them to brawl and kill. They also taught the Indian to abolish their tribal wars and the practise of stealing horses from the settlers and hereditary enemy tribes across the American line. To "run" a bunch of stolen horses across the border was considered by the Indians in no other light than that of a manly and gallant accomplishment. For this reason it took some time and a considerable patience to persuade the Blackfoot Confederacy to desist from the alluring and profitable forays for the slower and more prosaic life of horse raising and agriculture.

Colonel Macleod, beloved by the Indians, officer commanding at

STEAMER "BENTON" ON THE MISSOURI



More than one Lethbridge resident came to this country via the steamer "Benton" of the Benton "P" Line, shown steaming up the Missouri. Most South Albertans coming to South Alberta came as far as Bismarck, North Dakota, by rail, then transferred to the Benton Line boats, coming to Fort Benton, and taking the Fort Benton-Fort Macleod stage line there. Generally the trip from Bismarck to Lethbridge or Macleod occupied between 20 and 25 days.

the Macleod headquarters, never broke his word to the Indians, was an aggressive and bold leader who achieved results that today make Canada one of the most law-abiding countries of its size in the world. Crime statistics have proven this. Colonel Macleod was afraid of nobody. Perhaps that is the secret of his success.

With the coming of the Mounted Police and missionaries the Indians settled on reserves allotted to them by treaty with the federal government. Early missionaries worked amongst us, and their task was certainly onerous, because they had to learn the language which was difficult and set themselves at the same time to combat the various barbarous practices prevalent among my people at that time and to inculcate the principles of Christianity into the minds of the Indians. The missionaries' Christianity was practical. They quickly saw that they had to improve the material condition of the Indian before they could hope to do much in the way of bettering them morally and spiritually. With the idea of

setting the Indians on their feet industrially, farm instructors and agents were sent out by the government to teach the Blood Indians agriculture. Boarding schools were established where the Indian children were taught. A boys' home was erected and a hospital on the Blood Reserve. The missionaries always worked hard for the welfare of my people and in the last two decades great changes have taken place among them. A new era has dawned. The

old time life is fast disappearing, and still the Indian looks for further advancement through the efforts of the energetic workers who are laboring amongst us, striving hard to lead us to a nobler life.

Today green fields of grain can be seen stretching for miles on the Blood reserve. Expensive cars can be observed on the roads of the Reserve and radios are numerous in the well built houses, some costing a high sum. Under the able supervision of J. Pugh, the Blood Indians are progressing very rapidly. Canon S. Middleton has for over 20 years been a very diligent worker in the cause of my people; not only has this missionary to my people taught the Indians, but he has been an inspiration and incentive for good and he has also been a guiding star to the high ideals we are taught in the good book.

On this fitting occasion let me take the greatest pleasure in extending an invitation to everyone near and far to come to the Lethbridge Golden Jubilee celebration and meet these first inhabitants of this continent. It may be your last chance to see them in large numbers. I thank you, Remember July 22, 23 and 24.

—1885—1935—

The first private school in Lethbridge was one conducted by Miss Coe (Mrs. Falkland Warren, now deceased). The first public school was taught by L. B. Latimer.

The first church was Knox church, completed February 7 and opened February 15, 1886, by Rev. Angus Robertson.

May Lethbridge Ever Retain Her Charm

Congratulations and Best Wishes to all.

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"OLD TIMERS"

To Lethbridge Jubilee

AND ASSURES EACH AND ALL OF THEM A CORDIAL RECEPTION SHOULD THEY VISIT THE CLUB PREMISES ON THE CORNER OF FIFTH AVENUE AND SIXTH STREET SOUTH.

Buffalo Days Happy for Indians

(By N. STEWART, F.C.I.)

One evening I called upon Mr. Joe Healy, a chief of the Bloods, at the Reserve, to hear him relate the incidents of his happy life during the buffalo-hunt days of 1868. The old gentleman the evening of my visit, was smoking heavily, but he was deep in meditation, and the great lines of his hands and face portrayed alone for me their story of his active life. At times he would sit silent, then came forth a clear revelation of his thoughts as he quietly tapped the table edge.

"I would be a boy about 10 or 12 years of age at the time the story took place which I am going to tell you about," he began, "back in the Porcupine Hills in the winter of 1868, and everything I am going to tell you was actually seen by me. It is all as I saw it, as a boy. Every winter the Indians gathered together in camp in the Porcupine Hills for the buffalo hunt. There were a lot of we Indians then, men, women, and children, and this is how we planned the hunt.

Each evening in our camp were many prayers, led by Indian Powers, when all the Indians were assembled, and here the different Gods of Strength were asked that the two men who, on the morrow were to go to hunt the buffalo might be successful, and return before another night with the spoil."

"And did you always use just two men?" I inquired.

"Yes," replied Mr. Healy. "If two men had been successful the Indians preferred to use them again for ensuing hunts. So on the appointed morn, everyone in camp was up to see the hunters off. All the men in camp wished them speed and luck, and just before they departed some influential chief would give the general camp warning, requesting men, children and dogs to be quiet while the hunters departed. And seldom was it," continued Mr. Healy, "that before dark the hunters did not return with the buffalo. By dusk one could see a dark mass slowly moving over the open spaces and gradually it would advance until it reached the fifty foot elevated enclosure which the Indians had erected to trap the buffalo. Once the buffalo were within the enclosure the camp men would encircle them, ready to cut down in competition the spoil of the day. And every man's arrow was marked too," Mr. Healy reminded me. "No dispute could possibly arise who had shot a particular buffalo."

One hind quarter and one front quarter of meat went to each tepee, and all tongues went to the Medicine lodge. The tongues were the special food of the Medicine Men. This was their privilege, their feasting sustenance, over which they obtained powers for prayer as they dined.

The evening after the hunt's success more prayers than usual



Here is part of Alberta's rapidly increasing herd of native buffalo at Wainwright National Park. The originals of this herd, about 500 head, were bought by the Dominion government about

would be uttered. Endless thanks were sent forth, and everyone was happy. It was often the custom too, to make immediate plans for ensuing hunts.

"Many a time," went on Mr. Healy, "the Indians would use the 'cut-bank' form of buffalo trap, which was more exciting and yet easily worked."

"And what about the hides?" I inquired.

"Oh, these," he replied, "were traded off to the Hudson's Bay Company in Edmonton for supplies and guns. Many a time my parents left me in the south here while they journeyed north for 10 to 15 days to Edmonton with their hides."

"And did you get a liberal exchange from the Hudson's Bay Company?" I inquired.

"Oh, yes," he assured me. "They were fair in every way. It was some of the cheaper and smaller American companies who were unjust to the Indians. Of course, as years passed by we finally got our Trading House in Macleod, which we were well satisfied with. The only thing we began to notice as time went by, was the rapid passing of the buffalo."

Here in this story Mr. Healy halted to tell me about a relation of his buried in a tree during the period of these exciting years and even today, he assured me, the skeleton still holds in place in the same tree. "We Blackfoot people were good fighters in those days," he continued. "The strongest nation of people of whom I shall always be proud."

With these words over Mr. Healy

"THUNDERING HERDS" OF THE LONG AGO

30 years ago from Michael Pablo of Montana. Luset, one of many piles of buffalo bones stacked near Medicine Hat station in the early days for shipment east to be used as fertilizer.

sat back in his chair as he gave his concluding statement.

"I have had 54 grand children, 39 are living, and I have 16 great-grandchildren, and I myself plan to live a long time among my friends and relations."

Mr. Healy also recalls the day in which his parents were shot to death before him, near Fort Shaw, Montana. The old time Indian Day he says is fading quickly, but he is very pleased with the Red Man's progress.

—1865-1935—

We've been having a lot of first things. Here's a first and last: In 1870, two years before Nick Sheran opened his coal mine on the river here, even before Coalbanks was, the Hudson's Bay Company sent a string of ten or a dozen ox-team wagons with hides and furs to Fort Benton, Mont. This was the first time a freight outfit had passed through the southern Indian territory, believed until then to

have been hostile territory. And trail was in 1892, bringing supplies for the Hudson's Bay Co. Fort Benton-Lethbridge-Macleod and the N.W.M.P. at Fort Macleod.



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Per A. R. McGUIRE



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There is a store in your locality and the sign, Associated Grocers Ltd., Service and Quality, means just what it says—a group of progressive merchants, pledged to give you the finest products with friendly service, at low prices.

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Indian Legend of the Medicine — Rock at Lethbridge —

By MIKE MOUNTAIN HORSE

In primitive days countless herds of buffalo roamed the prairies due west of where the city of Lethbridge is now situated.

A branch of the powerful Blackfoot Indian Confederacy, the Blood tribe, made their winter quarters along the St. Mary River bottom. The camp of the Bloods generally extended as far north as Kipp, and in the southern direction as far as Paddy Hassan's crossing.

So it was customary that the Indians, hunting buffalo, came as far east, and very often to the river bottom where Lethbridge is now situated.

One day an Indian in quest of the bearded monarch of the plains stood on top of the knoll above Ashcroft mine. This warrior, looking across the river, observed some one walking down towards the river on top of the first knoll, south of the present road known as Brewery road which leads to the river bottom.

"There's someone over there. I wonder who could it be?" this warrior queried of himself. "I will go over and see him," he added.

This warrior turned north and somewhere in the vicinity of the C.P.R. high level bridge, descended to the river to cross. On crossing the river, he looked again and saw the same person standing still at the edge of the knoll, apparently in quest of something.

"He is a medicine pipe man," this fellow exclaimed on closer scrutiny.—A medicine pipe man always paints his blanket or robe, which he wears, with dark red paint, also wears a tuft of his hair in a little knot about three or four inches long on top of his forehead; his face and hair are painted the same color—an insignia of his position. This fellow was finally observed by the warrior to descend the hill, apparently making for the river bottom. He squatted down in the Indian fashion facing south, when he gained the foot of the hill.

The hunter riding up, discovered nothing but a solid reddish rock, resembling a man in a sitting position. Our warrior ascended the hill looking in all directions.

Falling to see a living soul in close proximity, he ascended again. A panorama of strange pictures must have passed before his eyes, for he offered devotions in close proximity to the rock.

The night following, a person appeared to the hunter in his dream, "My son, I am the rock you saw. I want you and your children to come to offer me peace offering at all times."

This is the paramount reason why the medicine rock at Lethbridge was the recipient of numerous presents in by-gone days, both from the Indians and white coal miners.

I may mention that, according to the Indian legend, this rock never came out of the heaven at the height of the battle between the Blackfoot confederacy and the Crees, at the river bottom at Lethbridge.

At all times this rock was laden down with gifts, such as wearing apparel, tobacco and food, left by the Indians, but it is now covered by dirt and coal slack.

—1885—1935—

Lethbridge Lodge No. 2, I.O.O.F.

(By Wm. OLIVER.)

The following Oddfellows all members of Canadian eastern lodges, namely, L. N. McEwen, Robert W. Watson, Charles McKillop, Herbert C. Harrison, James W. McDonald, made application to the Sovereign Grand of the Independent Order of Oddfellows for a charter to institute a lodge of the order at Lethbridge, N.W.T., Canada, early in the year 1889.

Their request was granted and on the 10th day of May in the same year, District Deputy Grand Sire George Murdock of Calgary

deposited the charter and instituted Lethbridge Lodge No. 2 of the Independent Order of Oddfellows, the second lodge to be formed in what is now the province of Alberta.

Three other members of eastern lodges, namely, William Hardy, M. D. Gray, E. T. Saunders, became affiliated with the lodge at its formation and assisted the charter members in its institution.

The following applicants for membership were accepted and given the three degrees the same night making them Oddfellows in good standing, David C. Murray, Hugh McLachlan, Thomas Denton, Thomas Graham, Thos. F. Kirkham, Edward Wilson, Hugh Scott, Robert Niven, Jr., George Hays, David Thompson, Robert J. Hardy, Philip J. Gray, making the lodge membership 20 on the night of its institution.

The following officers were elected and installed the same night to carry on the lodge work for the ensuing term:

L. N. McEwen, Noble Grand.
Chas. McKillop, Vice Grand.
E. C. Wilson, Treasurer.
Wm. Hardy, Recording secretary.
E. T. Saunders, Per. secretary.
D. Thompson, Warden.
R. W. Watson, conductor.
Thos. Kirkham, R.S.N.G.
M. D. Gray, L.S.N.G.
Thos. Denton, O.G.
H. McLachlan, I.G.
R. J. Hardy, R.S.V.G.
Geo. Hays, L.S.V.G.
Hugh Scott, R.S.S.

Thos. Graham, L.S.S.

From its small beginning on May 10th, 1889, it made steady growth. On Dec. 31st the same year its membership had increased to 67.

Ten years later, or in 1900, 129 had signed the constitution and become members of the lodge.

About this time, owing to a serious depression many of its members left for other parts; they became delinquent and finally were suspended for non-payment of dues along with several local members; Oddfellowship was at a low ebb. No new applicants were in sight, the membership dropped steadily away below 100 in good standing and things looked gloomy indeed for No. 2.

At this time several of the old members still resident began to take a greater interest in the lodge and kept it going under great difficulties.

These old Oddfellows several of whom are still in good standing have been rewarded for their zeal and integrity by seeing the lodge in such a prosperous condition at the present time.

Up to the time this is written, April 1st, 1935, 405 had signed the constitution and become members of Lethbridge Lodge No. 2 of the Independent Order of Oddfellows.

During that time it has paid out to its members and their dependents over \$24,000 and also has paid for its property with its fine lodge room and block of stores on

the corner of Fifth Street and Fourth Avenue in this city.

During all these years many of its members in good standing have passed on to that bourn from which no traveller returns while many others were suspended for non-payment of dues.

The lodge, however, with all ups and downs has still 110 members in good standing and is the most prosperous lodge of Oddfellows in the province of Alberta.

Thus, through its five charter members, of whom Robert W. Watson is the only one alive and still a member in good standing, they with their foresight and sacrifice for the good of mankind laid the foundation for what is now one of the city's great assets in property and fraternity.

—1885—1935—
CHINOOK LEGEND

Indians belonging to the foothill tribes have their own legend of how the warm winds come over the mountains in the dead of winter. Once upon a time, they say, there was a beautiful maiden by the name of Chinook. One cold winter's day she wandered into the foothills and was lost in the mountains. The bravest warriors began a great search for the missing maiden, but she was never found again.

One day a warm breeze came over the mountain, melting the snow and ice before it. The warriors gazed at one another, in wonderment, and whispered "It is Chinook's breath."



The ranch buildings at the Bar U, long the home of the late George Lane, now owned by Senator Pat Burns.

Canadian General Electric Company, Limited

CONGRATULATES LETHBRIDGE ON ITS 50th BIRTHDAY... AND WISHES THE CITY CONTINUED PROSPERITY

To the old-timers who opened up this great Western country and who made possible the present day conditions which we enjoy, we also extend our good wishes.

We invite the citizens of Lethbridge and district to inspect our most recent installation of the new General Electric Russ beverage dispensing and cooling equipment just installed in the Dallas Hotel beverage room.

1. Glass after glass at the correct temperature — summer and winter.
2. Original brewed-in flavor, tang and sparkle maintained.
3. Perfect condition.
4. You can taste the difference.
5. Installation also consists of most modern sterilization and glass washing equipment.



At this time we wish to congratulate Mr. George O. Rowe, manager of the
DALLAS HOTEL
on his enterprise and foresight, on installing the very latest and most up-to-date equipment for dispensing beer in the same perfect condition as produced by the manufacturer.

Your visit to the Jubilee will not be complete without a visit to the DALLAS.

Canadian General Electric Company, Limited

CALGARY.

EDMONTON

Wonderful Waterton Says "Come"

WONDERFUL Waterton! So South Albertans know their playground in the extreme south-western tip of the province. Mountain and valley, lake and stream, woodland and painted rocks—an enchanted land at Lethbridge's front door.

Waterton National Park is one of the three larger mountain playgrounds set aside by the federal government for the enjoyment of the people. Not so large as Banff or Jasper national parks, it is, nevertheless, a gem of mountain beauty which each year draws more and more tourists during the summer season. It is the campers' delight and the cottagers' haven during the heat of the long summer months.

To John George "Kootenai" Brown, Englishman, product of Eton and Oxford, soldier adventurer and Indian trader, generally goes the honor of founding Waterton National park. Probably the first white man to set eyes on the wondrous beauty of this lake district in the Rockies was Lieut. Blackiston, R.A., who, in 1857, passed out of the grassy foothills into the mouth of the pass and up to the shores of the lake. He was a member of the famous Palliser expedition sent out by the Imperial government to explore the great western country for a route across the Canadian Rockies to the Pacific. The party traversed the passes from Athabasca to the International Boundary, Blackiston being in charge of operations in the south. On the occasion of his visit, Waterton was given its name, the lake being named for Charles Waterton, (1782-1865), English naturalist and traveller famous for his research in Indian lore and nature. By 1860 Blackiston had crossed the pass and had arrived at the International boundary commission engaged in surveying the boundary between Canada and the United States.

"KOOTENAI" BROWN

In the footsteps of Blackiston eight years later came another Englishman—John George Brown who became a picturesque figure in the life of the West. He was educated at Eton and Oxford, and for years was an officer in the Imperial army in India. Brown arrived in San Francisco in 1862, and in turn became cowboy, gold prospector and soldier of fortune. In 1865 he made his way to Fort Edmonton, Alberta, and moving south, he saw the plains of South Alberta covered with buffalo. His expedition carried him to Waterton Lakes, and there he remained.

It was not until May 30, 1895, however, that the Ottawa government took steps to reserve the forests about Waterton Lakes as a forest park reservation. On that date, acting upon a letter written by F. W. Godsal, rancher of the Cowley district, an order-in-council was passed setting up the forest reserve, which later was made a national park, and enlarged until today it covers more

BIRD'S-EYE VIEW OF WATERTON TOWNSITE



Here is a seldom photographed view of the townsite at Waterton National Park, taken from the "Pimple" on the way up Mount Crandall. From this height, about 1200 feet, Waterton looks to be what it is, a playground wonderland, with its vista of the Upper Lake and Vimy Mountain in the background. The distinctive beauty of Southern Alberta's national park is well depicted in this scene.—Courtesy National Parks Branch, photo by W. J. Oliver.

than 200 square miles, set about Upper and Lower Waterton Lakes, in all about 12 miles long, and dipping south into Glacier National Park in Montana.

Tied together by beautiful Upper Waterton Lake, it was fitting that, two years ago, by acts of U.S. Congress and the Parliament of Canada, the two national parks along the International boundary line should have, by common consent of the two good neighbors, been set up as Waterton-Glacier International Peace Park, commemorating at the time more than 130 years of peace between the two countries. Rotary clubs of Alberta and Montana co-operated in starting the movement which later the governments took up and made into law.

Mr. Godsal's action in crystallizing into action the wishes of "Kootenai" Brown that Waterton Lakes district should be erected into a national park for the preservation of its natural beauty and its wild life for all time resulted in the development of Alberta's third mountain park. Development was slow at first owing to the fact that it was a long distance from railway. However, of late years splendid all-weather

highways have been constructed to the park from Lethbridge, Macleod, Cardston and Pincher Creek and a new direct highway from Glacier National Park to Waterton National Park via Kennedy Creek and the Belly River will be completed in 1935, giving international connection which is expected to increase greatly the tourist travel between the two big mountain playgrounds.

RECREATION FOR EVERYBODY

Waterton National Park is more than a tourist attraction. It provides everything for the recreation of people on holiday. Thousands of dollars are now being spent in the park by the federal authorities to make it more attractive in a recreational way. In addition to the new inter-park highway being built, this year a new registration office has been built at the junction of the highways within the park boundaries. The nine-hole golf course has been extended to 18 holes, and \$6000 spent on the links which offer a delightful spot for the golfers, with a view of lake and mountain peak unsurpassed anywhere. For the better accommodation of campers and cottagers, also, an electric lighting system is being installed this year at a cost of several thousand dollars.

A few years ago a modern fish hatchery was established at Waterton National Park, where hundreds of thousands of fry are produced each year which are set out in the lakes and streams both within the park and along the foothills of South Alberta. Angling at Waterton offers days upon end of exciting recreation amid ever-changing scene. The big Waterton Lakes themselves provide exciting sport for there nature has placed the sporty Mackinaw trout which have been caught weighing as high as 51 pounds. In the smaller lakes and streams the Cut-throat, the Rainbow, the Eastern Brook and the Dolly Varden of the trout species are to be found in satisfactory numbers, while grayling are taken in the larger rivers. Fishing is one of Waterton's chief attractions.

Of course, mountain riding and hiking are always a source of pleasure while mountain motoring on the Akamina Highway and the new Belly River highway is a delight. Trails to cloudland at Lake Bertha, the Carthew Lakes, Twin Lakes, Blue Lake, Cameron Lake, Crypt Lake and Hell Roaring Falls offer the rider or the hiker opportunities for days on end of his favorite sport. Mountain climbing on both sides of the boundary is also keen sport. Mount Cleveland at the south end of Waterton Lakes in Glacier National Park has been climbed by some 35 people, and offers the alpinist plenty of difficult passages.

Other sports All the other sports that a summer visitor would wish are represented at Waterton—swimming in

land-locked crystal-clear Lake Linnet, tennis on the Park courts, motor boating on the big lakes, with the Great Northern Railway's 260-passenger launch "International" making regular runs between Montana and Alberta. In the fall season, the area outside the Park boundaries offers one of the finest shooting grounds on the continent, with wild ducks and geese, prairie chicken, grouse, Hungarian partridge, deer and bear in numbers. Waterton has not yet developed to any great extent its winter sport facilities, but there is everything for the skier along the mountain slopes.

Everything in the way of accommodation can be provided, from a large camp ground along the shores of the upper lake to an imposing 100-room summer hotel erected by the Great Northern Railway which will be in operation in 1936 upon completion of the new international park-to-park highway. Hotels and chalets on the park townsite, cottages, apartment suites and permanent camps all cater to the holidayer, and the thousands who visit the park each year all find accommodation to please. This year, too, an up-to-date moving picture theatre has been installed at Waterton National Park, which is being thoroughly appreciated by the holiday crowds.

WILD LIFE ABOUNDS

That the Federal government, in establishing Waterton National Park forty years ago to preserve the natural beauty of the setting and the wild life in the district made no mistake is evident to everyone. One of the delights of tourists, especially those who visit the Park early in the year, is to see thousands of mule deer, big horn sheep and mountain goats in the lower reaches. In the summer these move to the higher feeding grounds, but a spring count furnishes plenty of proof that man's plan to assist in the preservation of the wild life of our Rocky Mountain area has borne fruit in large measure. Wonderful Waterton is indeed a playground provided by Nature for everyone.

—1885-1935—

The first white girl born was Alberta "Alta" McNabb, now Mrs. Alberta McNabb Wallace of Vancouver, daughter of Mr. and Mrs. Tom McNabb.

ALL MAGAZINES SOLD AT COVER PRICES.
WHY PAY MORE?

REX CIGAR STORE

CONGRATULATES THE CITY AND CITIZENS
ON OUR 50TH BIRTHDAY

The First Fifty Years

—are the hardest in the life of a city. Years in which it finds itself—establishes itself. Then, still young, it continues to flourish more and more. Its growth is limited only by the prosperity of the district in which it is set. Old age holds no fears.

THE FIRST FIFTY YEARS are the hardest in the life of the individual. Years in which he should find himself—should profit by his mistakes—should establish himself. Then—what? Does the prospect of old age fill you with fear? Or have you taken care of that by adequate insurance?

C. S. Nutkins I. A. Bruchet G. S. Pimm
Metropolitan Life Insurance Co.

GREETINGS TO LETHBRIDGE — ON — JUBILEE — CELEBRATION — FROM — TABER IRRIGATION DISTRICT

A district developing a high quality small fruit and vegetable production that is destined to be sold on the markets of western Canada as

"SUNNY SOUTH" PRODUCTS

It is the good clean sandy loam soil and the maximum hours of pure sunshine that puts nature's rarest flavors in food production from the Taber and Barnwell areas.

WATERTON

SALUTES LETHBRIDGE ON ITS 50th BIRTHDAY



Lake Linnet, Waterton's Lovely Swimming Beach

All who reside or have interests in Waterton Park are glad to have the opportunity presented by this Golden Jubilee celebration to join in extending our best wishes and congratulations to Lethbridge.

We remember the interest Lethbridge people have always taken in the extension and improvement of the various services here. The board of trade, other organizations and many citizens have been active during the years since the Park was opened in endeavoring to secure the facilities for which Waterton is noted.

We also realize that a large percentage of our patronage comes from Lethbridge and Southern Alberta and take advantage of this special occasion to say thank you and good luck. We shall always endeavor to see that you thoroughly enjoy your visits and your holidays here.

— The —

BEAUTIES OF NATURE CALL YOU TO WATERTON

Nature used many of her gifts in fashioning Waterton Park

The mountains, lakes and streams are as lovely as one will find the world over. Where are mountains and lakes more beautifully colored? If you have never been here, you should see beautiful Waterton, Cameron and Bertha Lakes, Cameron Falls, Red Rock Canyon, the lovely trails and drives, all combining to form one of earth's beauty spots.

Waterton business concerns can outfit you completely. All want to serve you in a friendly, efficient way—in a manner that will make you want to visit Waterton again.

Scenery, Golfing and Fishing make Waterton Park

AN IDEAL HOLIDAY RESORT

George Houk

AT WHOOP-UP IN 1864, TEN YEARS BEFORE THE MOUNTIES CAME.

Believed to be the first white man to set foot on the present site of the city of Lethbridge, George Houk, liquor trader, squaw man, cowboy, and keen baseball supporter, is remembered by old timers of Lethbridge as one who contributed generously to this city's future. His colorful career began in Newcastle, Pennsylvania, and he was self-styled a "Pennsylvania Dutchman." He passed away in Lethbridge on May 27, 1923 at the age of 81 years.

George Houk was one of the oldest, if not the oldest old timer in the southern part of the province. He first arrived in what is now Alberta as early as 1864, ten years before the Royal North West Mounted Police, with whom he went as guide when they ferried across the Belly River close to where Lethbridge now stands.

Houk knew that the arrival of the "Mounties" spelt the end of the whiskey trade. But he unselfishly gave an open hand to the representatives of law and order and gave them his fullest co-operation thereafter.

Centre of Houk's early dealings with the "fire water" craved by the Redskins was old Fort Whoop-Up. He clearly remembered its construction in 1869 and explained the system of barter. For one bottle of whiskey, worth 80 cents when smuggled in without duty, Houk and his fellow traders received one buffalo skin which sold in New York for six dollars. In the U.S. he rode the Pony Express with Buffalo Bill and drove stage for the Wells Fargo Express Co.

But all that ended with the arrival of the Police and Houk turned his attention to more legal means of earning a living. But he did not sever his connection with the Indians. He had married a squaw in Montana and lived happily with her until she passed away, predeceasing him by several years. He knew the Indians intimately and spoke their language fluently. His love for his Indian wife was touching, and after he was deprived of her companionship he lost much of his interest in life and soon began to decline.

Houk, survivor of another day and another picturesque generation, turned to cattle raising for a livelihood. He lived for the most part with the Indians and could always be depended on to lead the parade of Indians in connection with any Lethbridge festivities. The annual exhibition and fair always featured the squawman riding at the head of the braves in all their plumes and war

GEORGE HOUK



Who came to this country, it is said, in 1864 for the first time from Montana territory, who helped build Fort Whoop-Up in 1867, trading with the South Alberta Indians in those days when nobody knew or cared where the 49th parallel was located, and who in his later years was rancher, businessman, sportsman and raconteur of Old Time tales to the populace. He died a few years ago, one of the best known figures in Lethbridge.

paint. On such occasions he was clad in doe-skin surtout, slouched hat and bandolier. Even when an old man he bore himself proudly on his steed, a veritable centaur, a man used to the saddle.

Cherished Possessions
To his dying day the colorful old man cherished two weapons—a rifle and a revolver. The former, a Winchester 1873 model, aimed with the clear eye of its owner, spelt doom to hundreds of buffalo in the foothills country. The side arm, a beautifully engraved .44 calibre weapon, was presented to him by the "boys" when he was sheriff of Choteau county, Montana. It was from that state that he made his way to Alberta, although the bound-

aries were by no means as well defined then as they are today.

Baseball in Lethbridge today would not have experienced its advancement had it not been for George Houk. Always a keen supporter of the diamond game, he organized Houk's Savages, a simon-pure club that one year won the Alberta championship. Despite his age and infirmities towards the close of his career, he seldom missed a ball game and helped many an aspiring young player with his comment and encouragement.

Long past his allotted three score years and ten, George Houk passed the quietude of his evening of life in his home in the city on a spot where the buffalo once roamed. He suffered from rheumatism which at times caused him great pain but his mind was ever clear. He lived much in the past and his memory was ever vivid on the "good old days" before the coming of civilization.

EARLY PRESIDENT OF TRADES COUNCIL

Perhaps the first Labor organizer in Lethbridge was J. M. Ritchie, and he was an '85 man.

Mr. Ritchie came from Aberdeen, Scotland, to Winnipeg, in 1878 and came to Lethbridge in April, 1885, with Jock Henderson and Bob Watson. He was a carpenter and worked first for William Henderson and his first job was erecting the North Western Coal and Navigation Co. depot. Afterwards he started in the lumbering and contracting business, having the first lumber yard in Lethbridge on the site now occupied by the Union Tractor Co. building, formerly the Coca Cola plant.

Mr. Ritchie was active in the Trades and Labor council, being one of the first members, and was

Opened Railway, Sept. 24, 1885

There has been considerable difference of opinion as to the date on which the North Western Coal and Navigation Company railway from Dunmore to Lethbridge was officially opened by the Marquis of Landsdowne, then Governor-General. To clear up the point, J. McCallum, assistant librarian of the Manitoba Provincial Library, sent to Mr. Magrath at Ottawa the following excerpt from the "Dominion Annual Register for 1885" containing an account of His Excellency's visit to Western Canada in that year:

"A day was spent at Regina . . . At half past six o'clock on the morning of the 24th of September, the party reached Dunmore, the station on the Canadian Pacific Railway from which the North Western Coal and Navigation Company's narrow gauge railroad extends to the Galt Mines at Lethbridge, a distance of 109½ miles. His Excellency had been invited to formally open this road, and accordingly at nine o'clock the same morning the Vice-Regal party left Dunmore for Lethbridge, which they reached at three o'clock in the afternoon, travelling by the new road. Lethbridge, at the time of His Excellency's visit, was a town but a few weeks old. It had between 50 and 60 wooden houses in it, one of them being a hotel. There were a number of tents in use, their occupants awaiting the arrival of lumber wherewith to build more substantial habitations. The population was then between 400 and 500, with the expectation of the hundreds being increased to thousands in a year."

at one time president of the organization. Later he went to Magrath and bought the Magrath Pioneer from D. H. Elton, K.C., who was then a publisher. The late Mr. Ritchie was a Presbyterian. He died in Dillon, Mont., leaving two daughters and one son, Mrs. M. Alford of Vancouver, Mrs. J. Blizard of Seattle, Wash., and A. M. Ritchie of Lethbridge.

GREETINGS

TO THE CITY AND CITIZENS, MAY WE CONTINUE IN THE PATH BLAZED BY THE PIONEER.

FOWLER'S

1912 GREENHOUSES 1935

Congratulations

to the City of Lethbridge on its 50th Anniversary

We have been in business in this city for the past 26 years, during which time we have filled over half a million prescriptions.

With the vast strides that have been made these last few years we are now in a better position than ever to attend to your drug needs. Our many years of experience are at your service.

McCREADY'S LIMITED

SHERLOCK BLDG. CORNER 3RD AVE. AND 7TH ST. S.

1909

1935

RAYMOND

Congratulates
Citizens of Lethbridge
AND WISHES THEM HEARTIEST
GREETINGS UPON REACHING
THEIR JUBILEE YEAR.

Your growth means much to the south, and the Sugar City of Alberta joins in wishing you a successful celebration. We know you will not forget to boost for southern Alberta and what makes Lethbridge grow, helps Raymond to grow.

Our 500,000 bags of Sugar, our Red Label Beef, our Grain and Hay, make Raymond the most desirable place in the south for investment.

Watch Raymond Grow

Diary Tells of Old Fort Whoop-Up

IN POSSESSION of a Lethbridge resident is a prized relic, a diary kept at Fort Benton and Fort Whoop-Up in the days prior to 1874. The owner is J. Williams, 907 7th Ave. S., and it came to him upon the death of his half-brother, William James Williams, who was bookkeeper and manager for the T. C. Powers and Co. who had headquarters at Fort Benton, Mont., and who traded largely with Fort Whoop-Up in the days from 1868 to 1874. J. Williams, whose son operates the Williams Tire Shop in the city, has been in the West for 41 years, but his half-brother had a record in the West stretching back over 60 years. William James Williams, member of an English family, came to Canada, and after living for a while in North Toronto, started for the wild and woolly west via Bismarck, N.D., finally landing at Fort Benton, where he became bookkeeper for the Powers firm and kept a diary. Mr. Williams died recently in Winnipeg, Man., at the age of 73, and his diary came to his half-brother here. Loretta Williams, daughter of the Lethbridge family, has gone through the records in the diary, and has written the following for the Jubilee edition:

Trading at Fort Whoop-Up

In 1868, Fort Whoop-Up was built as a whiskey trading post, and from then until 1874, a large traffic was carried on in contraband goods—conducted by lawless notorious characters. Fort Whoop-Up was known throughout the country as a wild, treacherous fort noted for crooked play. It was recognized as a fort where Indians gave good fighting.

There, traders usually came from Fort Benton, bringing high wines, tobacco, guns, and ammunition.

The Indians were admitted in small numbers to trade their buffalo robes and other furs. The traders saw when they were drunk and then tried to swindle them

out of everything. Their methods of exchange varied. For one robe two tin cups of whiskey were given. A silk robe got in addition to two cups of whiskey one cheap blanket. A No. 1 buffalo horse was purchased for four gallons of whiskey. If the Indian wanted a gun it was stood on end and furs were placed one upon another until there was a pile as high as the gun.

Such methods of exchange went on between Indian and traders until in 1874 law and order was enforced and recognized.

The Fort Itself

Fort Whoop-Up was first called Fort Hamilton but was changed to Whoop-Up by Mr. Wye, a German, because of the wild orgies which followed the exchanges between the Indians and traders.

The fort which today we call Whoop-Up was the second one and was built in 1868 by a carpenter, Bill Gladstone for "Hamilton and Healy" who were backed by other trading companies such as the "Powers Co." It was situated in the centre of the Blackfoot Reserve, at the Junction of the St. Mary and Old Man Rivers, 12 miles south east of the first fort. The fort which took two years to build was made of logs, in the form of a square and it covered one hundred yards. It was constructed in most substantial shape with a strong stockade around it, turrets, ramparts, loopholes, and powerful gates. It was fortified by two cannon one of which is now in the north east corner of Galt Gardens.

Fort Whoop-Up was the headquarters for trading and smuggling. About four hundred tough and lawless men were engaged in the illicit traffic in liquor with the Indians.

The traders brought their supplies chiefly from Fort Benton by ox teams. The first load brought in by Hamilton and Healy was done so by a six-bull team.

After their trading and whooping up had ended the traders and freighters would say, "Now, let's slide out," and slipped out by way of the territory south of Macleod to the Boundary which is still called "Slide Out."

After Hamilton and Healy had made a fortune they left the Fort in charge of a man known as "Akers". It was in his possession when the Mounted Police headed by their inspector, Col. Macleod and led by Jerry Potts, arrived in 1874. Expecting to be brought face to face with excited warriors, for which Whoop-Up was well known, the Mounted Police arranged their artillery on the hill above the fort. Instead of being greeted with bullets they were faced with utter desolation, but four dead Indians which they found proved that there had been drunken brawls. A small armed party rode down the hill and got their first peep of a strong well fortified fort flying the American flag. The fort was occupied by only two or three men and Col. Macleod did not have any trouble. Later he offered \$10,000 for the fort but was rejected. With this refusal, he left and built at Macleod.

Fort Whoop-Up may have be-

CITY MANAGER



J. T. WATSON

Lethbridge has city manager form of government. Under this plan the people elect a council of seven aldermen. At the first meeting of each year these name from their number one who as mayor, is the city's presiding officer. The city manager is the managing director or general manager, reporting to the city council. Mr. Watson has held the post since 1928 and much of the credit for the city fine financial position is due to his close supervision of every department of the city administration.

came Fort Macleod if Col. Macleod's offer had been accepted. As it was the old fort was placed under law and order and with the passing of several years finally was vacated and became valueless.

1885-1935

P. R. Neale, N.W.M.P. superintendent, was the first resident magistrate in Lethbridge.

1885-1935

Who plowed the first furrow in Lethbridge? No one seems to know but it is believed the North-Western Coal and Navigation Company holds this honor as excavations must have been made for the first cottages, boarding houses, etc., also the first store, at the river bottom near the present C.P.R. viaduct.

Was on Death Watch Guard Over Louis Riel, Rebel of '85

One of the most difficult things about writing a history of Lethbridge fifty years ago and thereabouts, is to get at the facts. Old-timers came along, stayed a few years, taking a prominent part in the affairs of the growing young town, and then moved elsewhere. Only by chance in many cases can their local connection be learned. Such a case is George W. Steele, for 40 years a resident of Nelson, B.C., but at one time a prominent business man of the city.

George W. Steele was born at Komoka, Ont., on Oct. 25, 1834. In April, 1885, he enlisted in the North West Mounted Police at London, Ont., and came West with a detachment to Regina, taking part in the Riel Rebellion. After Riel's capture and sentence, he was one of the guards on the death cell of the rebel. After Riel's execution Const. Steele was sent to Lethbridge, arriving here in the spring of 1887, being transferred to Macleod the summer of the same year. He was back in Lethbridge again in 1890 when he resigned from the Force, and went into the hotel business with Dave Clark. The hotel was known as the Clark House, and later became the Balmoral, now the Kresge Building. He remained in the hotel business for four years, and during that time was active in sport and fraternal circles. He was one of the original members of the Lethbridge Gun club, being considered one of the best shots in the club, and still has in his possession many trophies won at the

club's tournaments. He also played on one of the early lacrosse teams here. He was a member of the Lethbridge volunteer fire brigade in these days. He held membership in Lethbridge's two oldest fraternal orders, Lethbridge Lodge No. 2, I.O.O.F. and North Star Lodge No. 4, A.F. and A.M. Mr. Steele also values highly his membership in the Pemmican club of Lethbridge and South Alberta Old-Timers.

Mr. Steele left Lethbridge in March, 1895, going to a famous smelter town of that time, Pilot Bay, 40 miles from Nelson, B.C. Pilot Bay, now just a junk heap, was then the largest town in interior B.C. Mr. Steele left Pilot Bay the same year, going to Nelson, where he has since resided. Besides Mr. Steele the members of the family are Mrs. Steele, a daughter, Mrs. T. Earl Morris of Lethbridge, Dr. C. W. Steele, a dentist in Weyburn, Sask., and F. H. Steele of the Trail, B.C., police force. Mr. Steele is planning to revisit Lethbridge at the time of the Golden Jubilee.

1885-1935

PROTESTED INDIANS DEALING IN HAY

An Alberta newspaper in 1895 said: "Freighter," writing to a southern contemporary, strongly protests on behalf of the white settlers against the competition of the Blood Indians in the putting up and sale of hay. This is pretty good proof that the Indian is now fairly well civilized.

Carl Buck

Says:

CONGRATULATIONS TO ALL!

May we ever be privileged to live in a community equally good as that of Lethbridge and district.



Who could wish for more?

Sun Life District Headquarters

Nos. 4-6 Stafford Block

Phone 3047

LETHBRIDGE

CONGRATULATIONS FROM ROBINS PRINTING CO.

The Old-Time Printers with

NEW IDEAS

Printing in Lethbridge ever since

Lethbridge became a city

"THE BIGGEST STORE IN LETHBRIDGE FOR ITS SIZE"

EXTENDS TO LETHBRIDGE CONGRATULATIONS AND BEST WISHES ON ITS GOLDEN JUBILEE

They are always busy at

HOEFER'S

We Pay Tribute

—to the pioneers and all who have built our fine city. Best wishes to all.

The Florentine Beauty Parlors

MRS. FELIX B. MCKINNON
703 THIRD AVENUE S.



The Spirit of the Pioneer



—has been emulated in the steady progress rendered by our establishment in Eyesight service to this community.

In 1918 we started in a built-in office, in what is now the New England Cafe, with a modest Optometric equipment. In '19, we added an improved grinding and assembling plant.

BETTER SERVICE

In '21, we installed the first lens surfacing machinery in Lethbridge.

BETTER SERVICE

By '29, with the introduction of MODERN CORRECTED LENSES, lens grinding climbed to a more exact science, necessitating equipment which only the large factories could provide. So we scrapped our surfacing machinery.

BETTER SERVICE

'34 saw the formation of our Modern Eyesight Clinic, housed in a clean, comfortable brick building, centrally located in the Westbrook block, adjoining the Herald Building, and equipped with the most modern instruments for the diagnosis and correction of visual errors.

BETTER SERVICE

Finally we offer you an optometric service of which Lethbridge may be justly proud. Everything has been done to lower operating costs, and a range of styles introduced which, we feel confident, will meet your particular budget. We cordially invite you to visit us during the Lethbridge Jubilee.

WILKINS & NUTTALL

OPTOMETRISTS AND OPTICIANS

319A SIXTH STREET SOUTH

Jubilee Committee Undertakes Big Job



J. S. KIRKHAM,
Chairman of Committee.



GEORGE WATSON
Secretary of Committee.

When it was decided that Lethbridge should celebrate its Golden Jubilee in 1885, two public meetings were called during the past winter to discuss plans and set up an organization. The members of the committee named were J. S. Kirkham, George Watson, Dr. W. S. Galbraith, William Oliver, Mrs. Chris. Gibson, Jas. E. Thompson and H. G. Long. The members of the committee named Mr. Kirkham chairman, and Mr. Watson, secretary, both native sons of families who came to Lethbridge in 1885.

To the committee have been added City Manager J. Watson, Jas. S. Rose, secretary of the Board of Trade, J. Speaker, representing the large mining population, and E. W. Alford and Fred Smeed.

Early in the committee's undertakings it was decided that the Jubilee and the annual fair should be celebrated at the same time, and with Dr. W. H. Fairfield of the Fair Board and the members of his organization there has been

the closest co-operation in order to weld the Jubilee week celebration into an attraction which will bring back the past and present in against the background of the present. President Kirkham and the members of his committee are responsible for the presentation of the historical pageant, "Fort Whoop-Up Days," and the arrangements for the reception and entertainment of the Old Timers who have already indicated that they are returning in large numbers. The Jubilee committee is also aiding in the presentation of the parade on Monday morning, July 22 in which Old Time sections will play a prominent part. One of the events of the week which will be of special interest to Old Timers will be a Re-union Picnic to be held at the site of Fort Kipp, on the beautiful Fred Horne ranch at the confluence of the Belly and the Oldman rivers on Sunday, July 21, preceding the Jubilee. Plans are also being made for special church services and receptions the same day.

Plenty of Game In the Nineties

Giving some idea of the game bird life in Southern Alberta in 1894, George Steele, ex-Mounted Police, and for some years prior to 1895 a resident of Lethbridge, sends along a letter telling about a shooting trip which he made in the spring of that year, spring shooting being then quite in order, along with William Oliver and a number of other old timers in which they went to Butte Lake and Rush Lake, near where Woolford now is located, Lumpy Butte, Shaw's Lake and another lake in the vicinity of Whiskey Gap south east of Cardston. Mr. Steele states that the party stayed for a couple of days and were royally entertained at the ranch of Elias Adams, afterwards Lethbridge business man and mayor for two years who was ranching near Kimball, and kept bachelor's quarters. The bag taken on this shoot consisted of 200 ducks, 65 geese (Canadian honkers) and 15 swan. A picture accompanying the letter is proof that the bag was a real one, even for those days when waterfowl were to be found on every lake and slough.

LAMENT OF A PIONEER

No more do the noble buffalo
Wild, o'er the prairie roam
The brave cowboys and bucking
broncos
They are gone and I'm all alone.
And the thrill of the Indian war
songs
That curdled the blood with fear
When warring tribes in paint and
plumes
Drew nearer and ever near.
They are gone, all gone, but the
memory
Of those dear dead days remain
To haunt me still and they always
will
As I live o'er the past again.

Gone are the broad free ranges
O'er which I used to roam
Scarce can I bear the changes
That alter my Prairie Home.
Thank God, the sky in its blueness
Stretching far as the eye can see
Is the same today—no newness
Mars its beauty since '63.

And the earthen floor of my little
shack
Its roof, split rails and sod
With hay between and in every
crack
They're still the same—thank
God.—Anonymous.

The Entertainments Of the Late Eighties

(By MARGARET L. BENTLEY.)

I was asked one night as we left the Capitol after a particularly well-staged picture, "Did you ever have any entertainments away back in the Eighties?"

I suppose in these noisy and swift moving days of Talkies and Little Theatres, of Playgoers' Guilds, orchestras and musical clubs, of loud speakers, radios and celebrity series, it is difficult for the younger generation to realize that back in what they consider those dark and silent years in Lethbridge there could have been entertainments that really entertained.

There must be a few, however, who can look back to the days when "Curly" King sang "The Dear Little Shamrock" with his beautiful voice and his total disregard of time, (which was most disconcerting to his accompanist), and was rapturously applauded, or Sergeant Matthews received an enthusiastic welcome when he appeared with his banjo and rendered "Father O'Flynn" to an appreciative audience; when Mrs. Whyte-Fraser sang her lovely English ballads and Mrs. Godwin stole our hearts with her golden voice in songs like "Pierrot."

The people from Macleod also came over occasionally, (having to ford two rivers to do so). Miss Harwood (now Lady Steele), sang more than once in Lethbridge. Mr. Haultain, Dr. DeVeber and several others were among the singers.

I remember a duet by "Doc" Cleveland and "Norrie" Macleod in the mess-room at the Barracks, which was our only concert hall for some years. Mr. Jack Curry was another of our vocalists, and there was still another whose name has just slipped my memory the possessor of a lovely contralto

who came from Wales and who sang "Twickenham Ferry" and "The Kerry Dance" the first time I heard her.

Mrs. Darch, Mrs. Likely and Mrs. Macdonell were our pianists and Sergeant Monjeau was a violinist of no mean order.

After Captain Deane came to the barracks we had theatricals, at first in the mess-room where a stage was erected temporarily for the great occasion, and afterwards in the North West Coal and Navigation Company's hall. Once we even went as far as Macleod where we played to a packed house after a very adventurous trip in which we nearly lost our scenery and properties when we broke through the ice crossing the river

at the ford near Kipp. Captain Deane was our stage manager, besides being our star actor. We had a clever comedian in a Mr. Dunn, Mrs. Neale was leading lady, Dollie Jardine a delightful comedienne, while I played ingenue parts.

But these things were long ago. We were all young and our world was young around us, with a rainbow just down every road, and though few of us found the mythical pot of gold at its feet, at least we had eyes to see the rainbow. We danced "Sir Roger" as gaily in the small hours of the morning as we had danced the first "Lancers" at nine o'clock the night before.

Oh, yes, there were entertainments in the Eighties.

—1885—1935—

The first locomotive driven into Lethbridge was a "Mogul" type which reached the city from Medicine Hat in August, 1885, driven by Thomas McPherson, now living at Tacoma, Wash.



The Primrose Shop

Cordially invites

"Ye Old-Timers"

to visit Lethbridge's newest up-to-date

Millinery and Lingerie Shop

604 THIRD AVENUE S.

The Romance of Footwear

The Women of Yesterday

Fashion history passes lightly over the reigns of James II. (1685-1688) and William and Mary (1688-1702), yet we read "shoe buckles were substituted for roses or rosettes." High heeled shoes are also noted. Queen Anne's reign (1702-1714) brings us to hoop skirts for women and red-heeled shoes for men. Women's shoes of this period were much dancier than before, being made up of beautiful satins, brocades and velvets.



Congratulations
LETHBRIDGE
on the occasion of its
50th Anniversary



But only the royal or wealthy had what in those days were considered beautiful shoes. Perfect fitting shoes were never even given a thought—something that every woman should have.

The Women of Today

—who know and appreciate what is best for Milady's feet demand perfect fit and quality footwear, together with the newest in style.

It is a well recognized fact amongst the ladies of Lethbridge and district that the Vogue Shoe Shoppe are the leaders ALWAYS in meeting their demands regarding their footwear requirements. Their stock is of the finest footwear, their prices most moderate, their range of fittings the largest in southern Alberta, their staff are all thoroughly experienced and fully qualified fitters, every man having obtained his diploma from Dr. Scholl's School of Practipedics, and last but not least, their styles are so far in the lead they never grow old.

That is why the WOMEN OF TODAY who know—take no chances—and buy their footwear requirements at the Vogue.



Congratulations Lethbridge

EXPERT WATCH AND
CLOCK REPAIRING

A complete line of Blue Bird
diamond and wedding rings, Bulova
Watches, Ronson Lighters, Schick
Dry Shavers, always in stock.

JOHN R. PISKO

McFARLAND BLDG.

FOURTH AVE. S.

The VOGUE

McFARLAND BLDG.

FOURTH AVENUE S.

Helped Build Col. Macleod's Home

(By FRED A. GRAHAM BUNDY.)

TO HAVE BEEN at the coast before there was a Vancouver, to have driven a bunch of horses from Yale to Southern Alberta and to have helped built "Kyleakin", Col. Macleod's ranch home, these are a few of the things that have made the life of James B. Miller a colorful affair.

At the early age of 16, Jimmie Miller left his home in Bruce County, and in the company of a "timberman" of the east travelled to British Columbia by way of Detroit, Chicago, Omaha, San Francisco and Victoria. Their destination was Port Moody, where there a large lumber camp engaged in getting out ties for the new railroad that was to be built. There was no Vancouver at that time.

In 1883, Jimmie and a companion gathered up a bunch of horses from Yale and started for Fort Macleod. They were three months on the way and before they reached the foothills of Alberta they were heartily sick of the sight of the frying pan and bannock. It had been a hard trip and the horses were not in the best of condition as a consequence. It was decided to leave them at Wm. Lees ranch

A Stack of Hay

Lethbridge in its early days used horses for transportation. Numbers were used by the North West Mounted Police and the Alberta Railway and Coal Co.

These horses had to be fed the year around with hay drawn from Milk River ridge by string steams. Contracts were entered into by the Mounted Police and the Coal Co., with others to have this hay put up and delivered in Lethbridge every fall. Other horses used for livery and other purposes had to be fed, and owing to lack of housing space much of this hay had to be stacked out of doors. In one of the late falls of early Lethbridge one of these stacks of hay was located in a very prominent place on the outskirts of the town. The body of the stack was built in the night. Next day it was carefully topped and completed with hay ropes over the top and poles suspended along its sides as a protection from the wind. When completed it was a nice stack, and from its location away from the danger of prairie fire it was never suspected by anyone on the outside it contained anything but hay. The North West Mounted Police never suspected until it was too late that it had been the source of supply for some fifteen saloons and other places for "Montana red eye" during the winter.

while the two young men went on to look for work. Jimmie ended up at Col. Macleod's ranch while his companion obtained a job with W. Gladstone who was building a house at that time.

"Auntie's" Meals

Jimmie's fondest recollections of the year that he spent in helping to build "Kyleakin" are of the wonderful meals prepared by the

Macleod's old colored mammy, "Auntie". There was another young fellow there at the same time—his name was Bill Reid and between the two young men, a friendship sprang up which has lasted for 52 years, for Jimmie Miller lives on his ranch at the South Fork river and often goes into Pincher Creek to visit his old friend Bill Reid.

It was in September, 1883, that young Jimmie Miller forded the South Fork River and applied for a job at the Macleod ranch, and now in the year 1935, you may go a few miles down stream and find the same Jimmie Miller, a few years older, rounding up his horses, working in his garden or about his ranch. One of the most familiar sights in the foothill country was

"J.B.", sitting tall and straight on his horse, the sun shining down on a wonderful head of hair, for he never wore a hat.

It is doubtful if there is any man in this country who knows every cattle trail, every mountain pass, every river, peak and lake as does this man—he has ridden and explored them all—and he still rides them.

THE JUBILEE AN INVITATION

East—they'll come from Cypress Hills
And with them all their horses;
Good men from North and South
will come
And so increase their forces.

Macleod will come and Pincher both
And with them many more,
And all the lads who swung "wide loops"
A long, long time before.

Cardston will come and Raymond, too,
With lads from off the Ridge,
And men from Highwood and Bar U
Will meet at old Lethbridge.

Why do they come? Oh, say, you're dumb.

'Tis JUBILEE TIME of course,
A, Hi-Yu Time—the biggest time
E'er known to man and horse.

They'll feed you well on buffalo steak,
There'll be a Pageant Grand;
You'll meet a smile on every face,
There's Welcome in our hand.

You'll see the noble redmen ride
In paint and feathers fine,
You'll meet with many an old time friend;
Oh say: Won't that be fine.

To East and West, to North and South
Our invitation's wide
To Lethbridge come, Old Timer,
Come
We'll Welcome you with pride.

—K. D. JOHNSON.

—1885—1935

The first blacksmith shop in Lethbridge, built before 1885 when the village was still Coalbanks, still stands on Fourth Street South. It is now used as a workshop by members of the Lethbridge fire department.

The Producers of Canada's Highest Grade Honey Wish Lethbridge The Sweets of the Future

EAT ALBERTA HONEY FOR HEALTH

1. It is nature's best concentrated form of carbohydrates.
2. It is non-fattening containing only 1.9 per cent. of Sucrose (cane sugar), but contains 34 per cent of Dextrose (grape sugar), and 40 per cent. of Levulose (fruit sugar).
3. Human disease germs cannot live in honey.
4. It has the highest Caloric value of any natural sweet.

Flavor as you Sweeten, and for its GOODNESS sake EAT HONEY

One of our southern Alberta members is the

LARGEST PRODUCER OF HONEY IN THE BRITISH EMPIRE
and the
SECOND LARGEST IN THE WORLD

Lethbridge District
Alberta Beekeepers' Association

The First Plumber

In Lethbridge wishes to congratulate all citizens on this 50th Anniversary.

I have enjoyed the business associations in Lethbridge since 1903.

To one and all, good luck.

FRED HICK

25 Years in Lethbridge

PRESCRIPTIONS PROMPTLY AND
ACCURATELY FILLED.

DRUGS — STATIONERY — MAGAZINES.

W. H. McCAFFREY

THE PEOPLE'S DRUG STORE.

414-13th ST. N., LETHBRIDGE.

PHONE 3445

Good Luck to the Old Timers

of Lethbridge and District is the wish of
Fred Basson of the

CLUB CIGAR STORE
AND NEWS STAND
COR. OF THIRD AVE. AND FIFTH ST. S.

IN THE WEST FOR 33 YEARS
"Come in and see me sometimes"

VISION

A Splendid Past Should Point Us To a Still More Splendid Future

To the men of vision all the world is indebted. To the race of pioneers in every age, in every nation and in every line of human endeavor, both honor and respect are due.

Particularly, at this fiftieth anniversary of Lethbridge, should we remember, with pride and gratitude, the men whose foresight and courage made our city what it is.

NATIONAL MAID FOODS ARE GOOD FOOD

Made from the very finest materials that money can buy.

When you are near one of the National Maid stores, step in and note how you are greeted—how welcome you are made to feel.

See for yourself how nice and clean these premises are kept.

Note the choice quality of every material used—and the spick and span ovens these National Maid Foods are baked in.

National System of Baking is a Canadian concern, owned and operated by Canadian men and women.

**National System of Baking
(Lethbridge) Ltd.**

Foothills Rancher Since 1884

(By FRED A. GRAHAM BUNDY)

To have been in the South country continuously since '83 is a boast that few can make. If you meet a stocky man of less than medium height, with face bronzed by outdoor life, a twinkle in his brown eyes, a great knowledge and love of horses, a most gentlemanly manner, and who is able to tell you of the very early days of Southern Alberta, without a doubt, the man you have met is Wallace Eddy, "Wal," to his many, many friends of the foothill country.

He is one of our really old timers and one who has lived his life well and enjoyed every minute of it. Leaving Colborne, Ontario, as a young lad, stirred by tales of the new West, he made his way to Maple Creek, Saskatchewan, arriving there in the summer of 1883.

The North Western Coal and Navigation Company had the contract of building new barracks at Maple Creek, Medicine Hat and Macleod, and Wal signed on with the crew. He remembers that when they passed through Lethbridge there was only a building or two down on the flat by the river.

During the winter of '83, and in the early part of '84, the work on the Macleod barracks was carried on under the late Billie Henderson. When the big barracks room was finished it was the first plastered building, and it was only fitting that the occasion should be celebrated. Consequently a dance was arranged and all the dignitaries, workmen, traders and Indians turned out "en masse." The orchestra was an excellent one, culled from among the painters and plasterers, the leader being a violinist from Kalamazoo, Mich. He was assisted by a piccolo player and another musician.

A Social Error

"It was a grand dance," said Wal with a smile. "Very few white women in those days at any of the posts, so we danced with the squaws. They were out in all their finery that night, and apparently the factor's wife or perhaps Mrs. Dewdney, had worn a dress with a train on some previous occasion, for nearly every squaw had a new evening dress of some brightly colored silk—very simple lines—string-around the middle—but they all had a long train. It was terribly hot in there and I intended to get out for some air. Imagine my mortification when I stepped back, fair on to the train of a portly squaw's dress. She stepped forward at the same time and needless to say the silk suffered—I was left standing on the train, she moved ahead, minus that amount of silk. If looks would kill, I should have been dead, but as it was, I apologized and escaped as quickly as possible for I was really afraid that she might demand my scalp."

And Wal chuckled as he recalled that social error.

Gold Excitement

There was a great "gold excitement" about that time, the precious metal was being found in considerable quantities in Racehorse Creek. So away westward the young fellow set out once more, this time in the company of an old timer and prospector by the name of Garifell (there are many ways of spelling it). In time they reached Bull River, but when young Wal, from a position high up on the cliffs above the foaming waters, gazed down at the tiny mites below who were men washing for gold, he decided that the climb down into that canyon every morning and back up at night was much too strenuous a job. Homesteading back in the foothills or the prairies would be preferable to that.

But before he could start back he was seized with the dreaded "mountain fever" and for weeks lay sick at "the Ferry." "If it hadn't been for Mrs. Galbraith and Mrs. Clark, two of the three white women in the place, I would surely have died," commented Wal. "They were wonderful to me and nursed me until I was strong enough to ride my pony and start back through the mountains. I made that ride, weak as a kitten and all alone, never met a person until I was coming through the Pass and met a lone Indian who merely grunted and rode on."

On to Fir Grove he came and

stopped at Jack Johnson's where he had spent a night on the way West. "Have a bite to eat?" offered Johnson, and as he went in to get food, the young fellow slid from his horse, spread out his blanket, then, thoroughly exhausted, lay down and slept for hours.

The next day Johnson offered his land to Wal and making a deposit of whatever he had on hand and a promise of "more from home," the young fellow found himself to be an owner of real estate. Johnson packed up and moved just across the trail.

From that day, Nov. 4, 1884, until 1916, Wal Eddy homesteaded at Fir Grove, one of the prettiest ranch locations in the foothills. Since that time he has been raising pure bred saddle ponies, polo ponies and horses that are considered A1.

And Garifell?

"And what happened to old Garifell?" I asked.

"Oh, he wandered about for years, always on the lookout for minerals, although he loved the wandering about, more than the actual work of prospecting. What finally happened to him we will never know, but "Frenchy" Riviere found his remains up in the hills, many years ago. He identified the remains by the long white beard which was Garifell's distinguishing mark."

MAYOR IN 1910-11



ELIAS ADAMS

"He must have been a very active man," I remarked. "For you thought he was sixty or more when you accompanied him on the trek for gold."

"He was a remarkable man," declared Wal. "A most wonder-

ful physique. I've known him to walk to the Kootenays and back, carrying a little pup in the shelter of his coat. On one return I met him and asked where he had been. 'Oh, way up dere—up to de Ferry. Mrs. Galbraith she require from you.' In other words, Mrs. Galbraith had inquired after me. Thus was old Garifell."

And thus is Wal Eddy—active, healthy, straight as a whip and saying, "It's good to be alive."

The first bicycle was owned by Mr. Harper who was an employee of the Hudson's Bay Store.

"Pink teas" were first introduced by Mrs. Godwin, wife of a member of the R.C.M.P. force.

The first resident lawyer was the late Dr. C. F. P. Conybeare, K.C., who arrived in December, 1885.

THE FIFTIETH BIRTHDAY

of the city of Lethbridge prompts us to express our appreciation for the co-operation and sympathy extended to us in our efforts during the past four years to help whenever possible.

If our efforts have been successful, it is only due to the freely given help of the business men and the citizens of Lethbridge and district, the Canadian Legion B.E.S.L., the I.O.D.E. and the representatives of the city's churches.

Our sincere wish is that those who have been kind enough to help, will never again be called on to experience a depression.

Lethbridge Unemployed Ex-Servicemen's Association

J. EMERY, President.

REGAL SALUTES Citizens of Lethbridge

Congratulations on the anniversary now being celebrated.—May your civic record continue to be one of envy of all municipalities.

REGAL IS HERE TO SERVE YOU

Regal Gasolines—Regal Motor Oils,
new and improved Conoco Germ-
Processed Motor Oil.

Alberta's Oldest Independent
Refinery—

REGAL DISTRIBUTORS LIMITED

P. R. DOBSON

Agent in Lethbridge

WILLIAMS
Tire and Repair Shop

D. P. DAWSON
Regal Service Station

Story of the Custer Massacre

The late Major Crozier, who was adjutant of the original North West Mounted Police contingent which arrived at Macleod in 1874 establishing the fort there, here sets forth Sitting Bull's own story of the Custer Massacre on the Little Big Horn in Montana on June 25, 1876. Sitting Bull, it will be remembered, crossed into Canada with a large number of his Sioux braves, and was established in the Cypress Hills near Fort Walsh for some time. The article was forwarded to the Macleod Gazette by Major Crozier's widow whose death occurred last year. In explanation Mayor Crozier says: "I got access to the original document as it was written down from 'Sitting Bull's' own lips and thought you might like to see it so made this copy. The word 'Coup' stick that is mentioned once or twice is the stick on which the scalps of the slain were fastened."

SITTING BULL SPEAKS

During the summer previous to the one in which Custer attacked us, he sent a letter to me to tell me that if I did not go on an agency he would fight me, and I sent word back to him and said I did not want to fight him, but to be left alone, and I told him that if he wanted to fight to go and fight others who wanted to fight him. Custer then sent me another letter (this was in the winter) saying "You would not take my former offer, now I am going to fight you this winter." I sent word back to him by the same messenger and said what I had said before, that I did not want to fight, I only wanted to be left alone, and I told him also that mine was the only camp that had not fought him. Custer sent back word to me again and said that he was fitting up his wagons and soldiers and that he would fight me whether or not in the spring.

I thought again that I would try and keep peace, so I sent word to him in answer to his last message, that I did not want to fight and that I wanted to go first of all to British Territory, and if when I came back again that he was bent upon fighting me, that then I would fight him. Custer sent word back "I will fight you in eight days." I then saw it was no use and that I would have to fight him so I sent word "Alright, get all your men mounted and we will have a fight, and the Great Spirit will watch us and whoever is in the wrong will lose the battle."

I began to get ready now and sent twenty of my young men out to watch for the soldiers coming, five of them soon returned and said to me that Custer was quite close, ten of my young men came in, when he got still closer, two more of them came in, leaving three to still watch his movements.

We had got up a medicine dance for war and as we were just getting through with the dance two of the young men came in and said

that Custer was quite close and would be upon us in the morning.

That night I began to prepare for battle, and all my young men buckled on their ammunition belts and kept themselves busy putting strong sticks in their coup sticks. Early in the morning just as the sun was rising, two of my men who had been out some way came in and told me that from the top of a high butte, they had seen Custer coming in two divisions. I then had all the horses driven into camp and had them corralled between the lodges.

About noon the Americans came up and the whole command rushed upon the camp. They rushed upon the camp at the same time in two divisions. One of the divisions attacked the upper end of the camp while the other burst in near the middle. The division that attacked the middle of the camp came right upon the "Uncapapa" lodges of which my own lodge was one, and just as they came upon the camp I was in the lodge making medicine and praying the Great Spirit to be on our side and fight for us. As I came out of my lodge the Americans stopped suddenly and then they sounded the bugle and the soldiers fired upon the camp (Here "Sitting Bull" made a peculiar noise with his mouth and slapped his hands excitedly to imitate the rapid firing of the Americans.) I then put my wife on my best horse and put my war bonnet on her and she ran away with all the other women, but my wife in her hurry had forgot her little girl, and she came back for her baby. I gave the girl to her and she went off again. I now put a flag upon a pole and lifted it up high and in a loud voice I shouted out so as every one could hear me "I am Sitting Bull, follow me," and I rushed up to where I thought Custer was amongst the Americans. Just as I got close up to the Americans they fired again ("Sitting Bull" again imitated with his mouth and hands the firing of the Americans). When I saw that the Americans only fired from their horses and did little damage to us I ordered all my men to rush through their ranks and break them. They all rushed upon the Americans (who were still keeping up a fast fire but doing little harm) and tried to break the ranks. My young men tried hard but could not break the ranks of the Americans, so I shouted to them to come on and try again, and I put myself in the lead and we rushed upon them again. This time we broke their ranks and killed a great many and only lost one man.

Then the Americans seemed to give way and we forced this division back for nearly half a mile killing them all the time while they killed only a few of my young men. After forcing them back about half a mile we had killed all in this division but five and the Interpreter who the Indians called "The White." The Interpreter

shouted out in Sioux "Custer was not in this division, he is in the other." I then told my men to leave the five soldiers and the Interpreter and let them live.

We then turned to attack the other division which was coming down from the end of the camp.

Just as we met them a great thunder storm came on and the lightning killed some men and horses. I then called out that the Great Spirit was fighting for us (Here the chief imitated to Major Crozier by signs how the lightning flashed and the thunder roared) and we attacked the second division. About forty of the soldiers had been dismounted and were trampled to death in a short time. After the thunder storm the soldiers fired very little and we knocked most of them from their horses with our coup sticks and they were killed immediately.

The Americans fired very wild and did not do us much harm. There were only twenty-five Sioux killed in the battle. After we had nearly disposed of the second division there were five soldiers living and I told my men to let them go. We did not kill the Interpreter.

I did not recognize Custer in the fight but only thought I did but could not tell for certain. There is no truth in the story that Custer was the last man to die and that he killed himself. I saw two soldiers shoot themselves. The Sioux were following them and in a few moments would have killed them but they killed themselves by putting their pistols to their heads and firing.

I believe that General Custer was killed in the first attack. We found what all of us thought was his body and it was in the middle of the camp. He had his hair cut short. There were seven hundred and nine Americans killed. We counted them by putting a stick upon each body and then taking the sticks up and counting them. We found seven hundred and seven carbines and two might have been lost in the river.

Here Major Crozier asked Sitting Bull if he knew where Major Reno was and Sitting Bull said that he had no idea, that he had not seen Reno at all.

The above account was related to Major Crozier by "Sitting Bull" who after giving the foregoing

story of this memorable battle concluded by telling the Major that "There I have fought the fight all over for you and this I have never done since the time I fought in reality with the Americans."

FIRST MINISTER

The first preacher in Lethbridge was Rev. John Maclean (later Rev. Dr. Maclean), Methodist missionary on the Blood Indian reserve. The first sermon was preached by him at the home of William Stafford on the River Bottom.

The LETHBRIDGE MEDICAL SOCIETY OFFERS CONGRATULATIONS TO THE FOUNDERS AND OLD-TIMERS OF THE CITY AND DISTRICT

They believe that their professional brethren upheld their traditions and took their share in the pioneer work of their time and they particularly wish to remember

Dr. L. Geo. Deveber,
Dr. Geo. A. Kennedy,
Dr. Frank Hamilton Mewburn

This tribute is offered on behalf of those who continued the work and of those who are still in active practice, with the dates of commencing practice when they were obtainable.

Lafferty, A. M.—1889 and 1910.	Leech, G. W.—1918.
Galbraith, W. S.—1899.	Lynn, R. W.—1918.
Tuller, P. W.—1904.	Bryans, W. E.—1918.
Cragg, C. C.—1905.	Wray, J. S.—1919.
Campbell, P. W.—1906.	Woodcock, D.—1919.
McNally, A.—1907.	Haig, A. A.—1928.
Taylor, D. A.—1908.	Bigelow, J. K.—1929.
Lovering, J. E.—1908.	Galbraith, F. O.—1930.
Thomson, R. B. C.—1910.	Cherry, A.—1930.
Shillington, R. N. W.—1911 and 1912.	Spackman, E. V.—1930.
Crawford—1911 (?).	Rose, S. M.—1933.
Roy, L. A.—1912.	Fowler, D. B.—1933.
Connor, E. L.—1918.	Haig, W. R.—1934.
	Swancesky, V. F.—1934.
	†Deceased.

AFTER 20 YEARS

Serving the public in Lethbridge I sincerely say

BEST ANNIVERSARY WISHES

to one and all

ARCHIE MURCHIE

ECONOMY GROCERY

Congratulations, Lethbridge, on Your 50th Birthday!

MASSEY-HARRIS CO., LTD.

"The Service Arm of the Canadian Farm"

ESTABLISHED 1847

The name "Massey-Harris" is known not only in Canada, but throughout the world wherever grain is grown, and is the mark of highest quality in farm implements.

Eighty-eight years' experience in making farm implements enables Massey-Harris to offer a complete line of farm machinery second to none.

The New Massey-Harris Model 25

Highest

Quality gives

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More Work

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Tractors are

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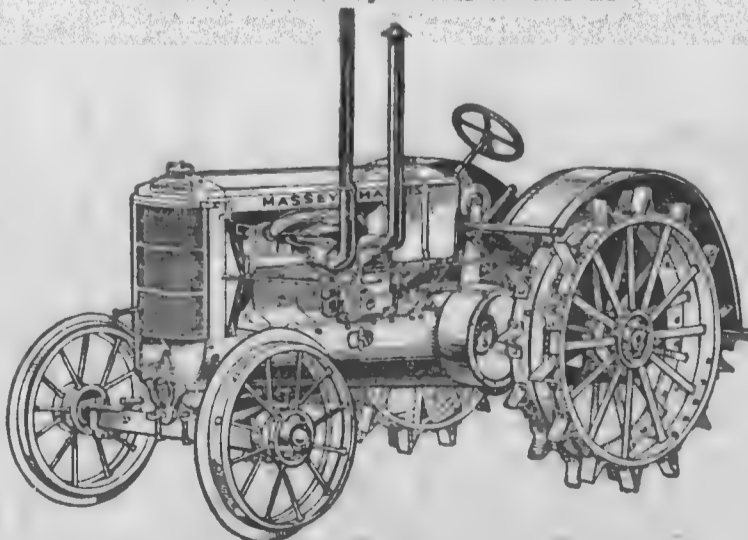
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Farm Tractors



The latest and most powerful tractor built by Massey-Harris. The uniformly high standard of materials and workmanship together with a fine reputation for square dealing and giving most efficient service prompts many farmers to equip throughout with Massey-Harris implements.

MASSEY-HARRIS CO., LTD.

Insist on the genuine Massey-Harris Repair parts for your Massey-Harris machines.

AGENCIES EVERYWHERE

Genuine Massey-Harris parts are sold only by Massey-Harris agents

another big
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for business



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COMPANY LTD
CALGARY, ALTA. PHONE M 5447

Origin of "The Stampede"

(By GUY WEADICK)
(Of The Stampede Ranch)

I feel highly honored in being asked by the Lethbridge Herald to contribute an article for their big Jubilee number which is dedicated to the pioneers of Southern Alberta in general and to the Pioneers of Lethbridge district in particular. These notes deal with the origin of the frontier day celebration and championship cowboy contest internationally known as "The Stampede", first produced by me at Calgary, Alberta in 1912.

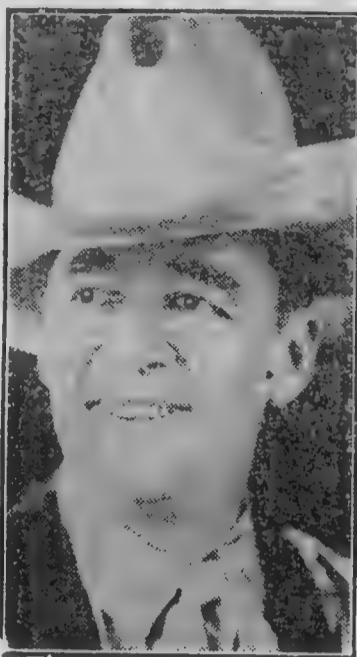
There have been exhibitions and competitions of feats of cowboy skill in the riding of wild and untamed horses, the roping of steers, calves, burros, goats, etc., since the earliest days of the open range cattle days in every district of the stock-raising west from the Mexican border clear north to the Peace River. Most of these competitions were usually held on various ranches, or at round-up camps, or in town after the beef had been shipped and the wagons had pulled in. They were sporting affairs between the cowpunchers of different ranches and different districts. Purses generally consisted of small cash amounts, a saddle, a pair of boots or a rope. There was nothing of a commercial nature of those exhibitions and competitions in their early days—rather a sort of a picnic for the folks of the vicinity in which they were held.

At Prescott, Arizona on July 4, 1888, was started the first annual cowboy contest which was called "Prescott Frontier Days." It has been held annually ever since. It is the oldest annual on the continent. Next of importance was organized the Cheyenne Frontier Days, at Cheyenne, Wyoming. This was started on Sept. 16th, 1897, and has continued every year since, this being their 39th annual in 1935.

In Pendleton, Oregon, on July 4th, 1910, it was decided to stage an annual championship competition to be called "The Pendleton Roundup". This effort developed and that enterprising city with a total population of 7500 has carried on, until it has played to as many as 60,000 paid admissions in one year, this year being their 25th annual.

I, having been identified with cowboy sports in various parts of the continent and having roped and rode with many of the outstanding wild west exhibitions of that day, such as the Buffalo Bill Wild West, Miller Bros., 101 Ranch Wild West and many others, and having visited on different occasions the range country of Alberta, after returning from a tour of Europe early in the spring of 1912 came to Calgary and interested four of Alberta's cattlemen in backing me in the organization and presentation of a frontier day celebration and championship cowboy contest which I named "The Stampede", the first time that title had ever been used for such an attraction. We billed it as "The world's greatest frontier day celebration and championship cowboy contests." We barred no one as to residence, color or nationality, open to the world, offering the largest cash purses that had ever been offered for cowboy competitions—\$20,000 in cash, in addition to which the winners received trophies such as belts, saddles, etc.

The Big Four
The four men entirely respons-



GUY WEADICK

ible for the financing of my idea were Senator Pat Burns, George Lane of the Bar U Ranch, Hon. Archie McLean, formerly of the CY Ranch, whose range was in the Taber district, and Mr. A. E. Cross, owner of the A7 Ranch, an old-time outfit on Mosquito Creek west of Nanton. These gentlemen, whom I christened in the publicity matter "The Big Four", placed \$100,000 to my credit in the bank at Calgary and told me to go to it. The only stipulation they made was that it was to be real, that decisions were to be fair and the public get a show like had never been produced anywhere. We arranged to rent the Calgary exhibition grounds, where we erected bleachers 24 tiers high that completely encircled the half mile race track. We engaged the Ad. Day string of bucking horses as a nucleus, and in addition purchased over 150 more, rented some and others were brought in, some horses coming from as far as California, among them the two noted outlaws from the Pacific coast "Gaviota" and "Cyclone" whom they billed as the "unrideable Black Demon." We had over 350 head of bronks on the grounds when the show opened, many of them from the Southern part of the province, the tops being tried out and selected for me by Jim Austin of Cardston, one of the well-known cowboys of this section of the country.

It is a recognized fact among persons who follow that sort of thing that the best ropers in the world hail from south of the Colorado line, while on the other hand, the best bucking horse riders come from north of the same line. Of course there are many good ropers that come from the northern ranges just as there are many good riders that hail from the south, but on the average the south has proven that the majority of good ropers hail from Oklahoma, Texas, Arizona and New Mexico, while the records loudly proclaim that the top broncho riders come from Montana, Alberta, Wyoming, Colorado and other northern districts.

In 1912, I advertised "The Stampede" all over North America. It was not simply a local Calgary show, neither was it strictly a Canadian one, it was a genuine international competition in cow-

boy sports open to the world. The cattle used were 200 head of Mexican longhorns that were part of a herd of several thousands that Gordon, Ironsides and Fares had running on the Blood Reserve at the time. Alec Nash was running the outfit, and Jimmy McNab of Macleod, who is assisting with this year's stampede at Lethbridge, was working with the wagon when the steers were cut. In those days there were not the professional rodeo boys that travelled from one contest to another as is done today.

Every contestant was a ranch hand from some place in the North American range country from the Mexican border to Northern Alberta.

Ed. Echols from Arizona, won the steer roping. Tom. Three Persons from the Blood reservation won the bronk riding money over all competitors and among the other horses he rode to win the championship was the much touted "Cyclone". That one he rode to a finish.

That show cost \$109,000 to produce, and despite almost a week of solid rain netted a profit of \$35,000.

Other Ventures

In 1913 I again produced "The Stampede" in Winnipeg for Messrs. Ryan and Fares and used the Ad. Day horses from Medicine Hat as well as Gordon and Ironsides Mexican cattle.

In 1919 I produced "The Stampede" again for the original "Big Four" at Calgary when we again used the Calgary exhibition grounds. The proceeds of this show went to charity.

That year I again secured the Ad. Day horses and some cattle from Mr. Day and Ray Knight who were in partnership.

The city of Saskatoon tried to deal with me to go to that city to put on "The Stampede" for them for their fair, to entertain the Prince of Wales, who was to be their honored guest for a day during their fair. I declined as the time was too short to put on and properly exploit an attraction such as I had been presenting. I suggested that possibly Messrs. Day and Knight would be interested in taking their stock over, which was arranged for.

"The Stampede" in 1912 was so much bigger from every point of view than anything of a like nature that had ever before been attempted that its name became

a household word wherever cowboy sports and pastimes were discussed. In 1922 the Calgary exhibition people approached me as to putting on "The Stampede" in conjunction with their annual fair, as they needed something different to stimulate interest and attendance. The result was that I produced "The Stampede" for them commencing in 1923 and raised their annual attendance from 97,000, their previous high, up to 258,000 in 1929, a steady increase each year. Their records show that as against a \$24,000 deficit with their fair at the end of 1922, at the conclusion of my ten years with "The Stampede" as their feature attraction at the close of 1932 they had a surplus of \$52,000 in assets, \$40,000 of which were government bonds, besides thousands of dollars that had been spent upon new buildings and equipment on the exhibition grounds.

All these things prove that Albertans, and hundreds of thousands of visitors from all over the world, are interested in genuine frontier day celebrations and cowboy contests and that "The Stampede" means something when properly done. That is the reason today that about every cowboy show in Canada and at several places in the States call their show "Stampede", because the original ones were real.

I have seen many of the ropers and riders for the past 30 years come and go. About all of them have worked for me. Many of them some years back were only

fair, who later developed. Some of them have crossed the Great Divide, yet the younger generation still comes on, developing all the time.

Any success I may have attained in presenting cowboy contests has been gained by the loyal support of real hands and the paying public. Southern Alberta has always been well represented among the winners at all Stampedes. I have ever been connected with, as well as hundreds of citizens from every part of Southern Alberta have been always in the grand stand watching their favorites.

I'm sure that at this Jubilee celebration in Lethbridge, both the old timers and those who came later will all enjoy this big doings and for my part I'm going to try and give you a fast, snappy performance with both old-timers and new timers all doing their best to keep green the memory of these people who were on the Alberta ranges in the days when the residents of this vicinity were building for the future and had a good share in the development of this part of Alberta, which is second to none in modern development.

—1885—1935—

The first residence in Lethbridge was built for Mrs. James Perry.

—1885—1935—

The first hotel was the McKenzie House, situated on Barons Road, now First Avenue South.

Welcome

We join in congratulating all who have shared in building and making Lethbridge "the city beautiful" and in extending a welcome to the

Jubilee Celebration

BEST WISHES LETHBRIDGE—OUR HOME FOR OVER 20 YEARS

LEE DUCK
DRY CLEANING



All Native Sons

This business extends to Lethbridge the congratulations of every employee all of whom were born in Lethbridge. The manager's grandfather, the late Thomas McNabb, came to Lethbridge in 1885.

Every member of the staff is proud of this distinction, and joins in saying

**CONGRATULATIONS AND BEST WISHES
FOR THE JUBILEE AND THE
FUTURE OF LETHBRIDGE.**

McNABB'S AUTO SERVICE

GORDON McNABB, Manager.

Distributors for Southern Alberta.

STUDEBAKER CARS

A Pioneer Butcher

CONGRATULATES THE CITY OF
LETHBRIDGE ON ITS

FIFTIETH ANNIVERSARY

Try our delicious, tender Roasts and
Steaks—you'll like them

Westminster Meat Market

THIRTEENTH STREET N.

F. SWINGLER

Crowfoot, Blackfeet Leader, Highly Honored By Ottawa



Crowfoot, great Blackfeet Indian chief, and the monument which marks his grave at Blackfoot Crossing on the Bow River.

Elsewhere in this Jubilee Edition, the story is told of the Riel Rebellion of 1885, and mention is made of the fact that the Blackfeet Indian Confederacy, of which Crowfoot, the head chief whose mother was a Blood Indian, and who was acknowledged leader of the Confederacy, held loyal to the Great White Mother of the Pale-faces, Queen Victoria. It is also told how, following the Rebellion, the government at Ottawa in an effort to show appreciation to Crowfoot and some of the other Indian Chiefs, took them to Ottawa and to Montreal over the newly constructed railways that linked Atlantic and Pacific in 1886.

When Crowfoot got to Ottawa, he was greeted as a governor, as indeed he was. The mayor and city clerk presented him with an elaborate address, all in handwriting

titled with red, white and blue silk ribbon, bearing two gold seals at the top and a red seal of the city of Ottawa at the bottom. F. McDougal was the Mayor and Wm. P. Lett was the city clerk who signed the document. A copy of this historic address, was made available by Alex Dunnet of Westboro, which had been copied from the original. The address, which contained no date, but which was presented about October, 1886, read as follows:

TO CHIEF CROWFOOT

Great Chief: We, the Council of this corporation of the City of Ottawa, on behalf of the citizens of the metropolis of the Dominion of Canada, hail with great pleasure your arrival amongst us. We appreciate the visit of such a powerful and distinguished Sagamore of the

aboriginal tribes of the great North West.

We have witnessed with profound satisfaction your personal loyalty and have also marked the devotion of your tribe to the person and government of Her Most Gracious Majesty, the Queen, a devotion the more worthy of admiration, when it is considered that, notwithstanding nationalities, in the midst of strong temptation, when other chiefs and tribes forgot their allegiance your people proved true to the Flag of the Empire.

We welcome you heartily to the city of Ottawa, and wish you and your people joy and prosperity for many years. We trust that your sojourn in the east may prove not only interesting and gratifying to yourself and your fellow-warriors, but also that it may be

fraught with everlasting lessons of wisdom and prudence to the great branch of the Indian nations of North America, over which you have ruled so long, so wisely and so well.

Great Chief of the red men of the North West, your palefaced brothers of the chief city of the Dominion where our Great Mother Victoria commanded the council fires of the people to be lighted, bid you welcome! We present you with the wampum belt of friendship. We offer you the pipe of peace. Our hearts are glad when we see your face, for we know that should the war hatchet ever again be dug up, the voice of Crowfoot will not be heard in the ranks of our enemies. We know that he will not forget the old traditions of his race and that he will walk in the paths trodden with bravery and honor for so many moons by the chiefs and the warriors of his tribe.

The Buffalo is no more—The Wapiti has fled to the Mountains—the Grizzly Bear, the Deer and the Antelope will soon follow them. The hand of man has slain them, the smoking monster of the fire path has frightened them from the prairie. They are gone, the Manitou has said it and the voice

of the Great Spirit never changes. What is left? The land, the plough, the cattle, the sheep, the reaper and the threshing machine—the iron horse, the steel road, the fruits of the soil, with peace and plenty for the Redman and his white brothers. Let the Great Chief and his People till the land, and live in houses warmed by the black diamonds of the Saskatchewan. Let Crowfoot cast away his blanket and arrayed in a better garb, let him stand up beside his white brother, a man, a man who has deserted the warpath and taken up the broad trail of prosperity and progress.

Great Chief, we have been glad to see you, we shall remember you when you are gone. We wish you a safe journey home again over the long trail to the Setting Sun. We have welcomed you as a friend of loyalty and peace. Go and tell your people that our hearts wish that never again shall the Scalping Knife be unsheathed or the war-whoop heard on the boundless prairies of the great North West. I have said.

Wm. P. Lett,
City Clerk.
F. McDougal,
Mayor of Ottawa.

(Seal.)

LETHBRIDGE IS PROUD OF ITS YESTERDAYS

Proud of the pioneer days—the progress to the present when we stand as the centre of one of the soundest agricultural districts in the west. May the harmony and co-operation which has marked the past continue.

ROBINSON'S BEAUTY SHOPPE

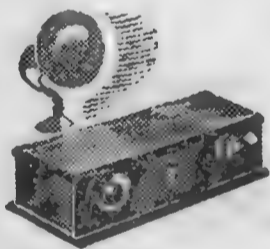
242 THIRTEENTH STREET N.

WELCOME TO THE JUBILEE CELEBRATION

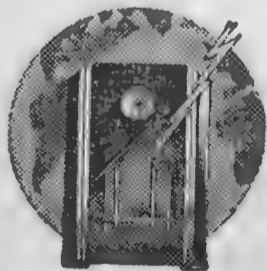
W. A. LEVITT

INSURANCE IN ALL ITS BRANCHES

YESTERDAY...



TODAY...



TOMORROW...



Ambitious youngsters upset kitchen routine as they dashed with heated soldering-iron from kitchen stove to home-made "superhet" and even the rich, with their "boughten ones", were lucky if they "got" more than static...

The world around is yours for the tuning, at prices the majority can afford to pay—perfected to almost the nth degree...

You will SEE events as they actually happen. Television will be made available to all—and (judged by our knowledge a few years back) its very "impossibility" makes possible further developments even more wonderful.

Radio and Battery Service

"The Service that makes good Radios better."

313-6th ST. S.

A. VASELENAK

We Invite You to the Lethbridge Golden Jubilee

AND TO TAKE A RIDE IN A

GRAHAM

The new Graham Six has swept into spectacular popularity. Its zest and virility are sources of unending surprises and enjoyment to owners. The economy of this new Six is astonishing. What counts even more with buyers is the individuality of the car. You are not commonplace on the highway in a Graham.

We take great pride in the dealership of this wonderful car and if you will call in and take a ride, you will again visit us. There just isn't any other car like it.

So smooth—so alert—and yet so simple in construction that the upkeep will be astonishingly low.

By all means call in—drive this car—and let us explain it to you. It has real appeal.

SERVICE GARAGE LIMITED

614-6th STREET SOUTH

Early Tree Culture in Lethbridge

THE TRANSFORMATION OF "GALT SQUARE"

CANADA'S prairie west in the early days were practically devoid of tree growth with the exception of small groves of poplar and cottonwoods along the rivers flowing from the foothills of the Rockies and eventually emptying into Hudson's Bay. The nearest timber to Lethbridge was in the foothills to the west varying from 50 to 80 miles distant.

Just what man can do in the way of developing groves of trees on the prairie is revealed in the splendid array of various kinds that delight the eye in Lethbridge and in not a few of the towns and smaller communities in the irrigated districts tributary to the city.

C. A. Magrath, in recalling some of his early experiences in the West, states that:

"When surveying the 4th base line from the 4th westward to the 5th meridian, we crossed the South Saskatchewan probably half a mile below the present city of Medicine Hat and encountered quite a very heavy growth of timber in the river valley at that point. The timber was and is still to be found on quite a number of 'river bottoms' along the streams. I might mention that the base line largely followed up the valley of the river, crossing and recrossing I believe some six times in a distance of 30 miles. We killed along that section of the river, as I remember, 17 rattlesnakes."

Running Water in Streets

Mr. Magrath sheds some further light on the early planting of trees in Lethbridge when he says: "It was doubtless through seeing water running down the streets of Salt Lake City that caused Elliott Galt and myself to consider a plan for bringing about the same situation in Lethbridge." Mr. Galt and Mr. Magrath had gone to the Utah city to interview high officials of the L.D.S. church on the colonization of lands in Southern Alberta.

In Mr. Magrath's diary there is an entry for January 27, 1899, in which it is stated that he received a letter from President Galt for the "mayor re irrigation bonus." This letter he presented to the mayor and arrangements were made for Mr. Magrath to appear before the council that night. The meeting, however, was adjourned until the following night when a severe storm developed.

"Mr. Galt's offer was to supply 5 cubic feet for 25 years free at municipal boundary and construct ditch with sufficient capacity to irrigate 20,000 acres within 10 miles radius of centre of town without any conditions or restriction for \$30,000. I modified this verbally by stating we would spend under direction of City Council \$5,000 in putting in their system of laterals and planting trees, the work to be under our engineer, Mr. Anderson, whose

"Galt Square" transformed into Galt Gardens as they appeared about 15 years ago. Galt Square was famous in early day history as the place where the bull-whackers turned their long string teams of 12 to 16 teams of oxen attached to freight

wagons, generally about three strung out. Galt Gardens has added tremendously to the foliage in the past few years, and is now one of the beauty spots of the province, thanks to the trees planted and irrigated by the city authorities of more than 30 years ago.



services would be free," says the town of Magrath was completed in June 1899, and the Stirling survey in August of the same year).

Objections Raised

At the next meeting of the town council Mr. Magrath attended in connection with the proposal. He recalls that Councillor Barford read a three-page statement giving his views on the subject. He voiced many objections and wanted the irrigation company to be compelled to settle the lands immediately around Lethbridge with desirable settlers, and that the company be compelled to employ local labor. The ultimate outcome was a unanimous resolution agreeing to the terms of the company's offer, \$30,000 bonus to the company conditional on the \$5,000 being used as stated above, and that the lands be settled by a desirable class of settlers and as speedily as possible.

Further conferences were held by Mr. Magrath and the town council. Councillor Barford appears to have been still unreconciled, for Mr. Magrath notes in his diary that the soul of the alderman "will never rest in peace unless we agree to keep the Canadian headquarters in Lethbridge, or if it is moved within ten years, that it be moved outside the North West Territories." Mr. Magrath, in an aside, assumes that Barford feared that the headquarters of the Galt Company would be moved to Magrath or some other town started in the irrigation block. (The survey of

Further meetings were held from time to time and the by-laws had to be changed to one granting \$20,000 for supplying the town with 5 cubic feet free for 25 years and the other granting \$10,000 for providing a canal with a capacity of 135 cubic feet for the irrigation of 20,000 acres. Both by-laws were passed by the taxpayers on the 29th June, 1899, 85 for the former and one against, and 84 for the latter and two against.

Mr. Magrath on August 29, 1900, sent a wire to Elliott Galt, then at Ottawa, to the effect that "we drove Ross, Dennis (the former Commissioner of Public Works at Regina and the latter his deputy) and Pearce (Supt. of Mines, department of the interior) over Lethbridge branch yesterday. Satisfactory measurements were taken and certificates ready for signatures upon arrival of water at the town boundary which is now 8 miles out and should reach the boundary not

later than Friday the 31st instant."

Water Enters Town

The water actually entered Lethbridge on September 1, 1900, Mr. Magrath recalls, a unique occasion, for it was unusual indeed for water to enter a Canadian town for irrigation purposes. Mr. Magrath says he made use of the water for a number of years for a small vegetable garden and he remarks now on the rapid response the vegetables made when the water was applied. Commenting further, Lethbridge's first mayor makes this additional observation:

"The result of that arrangement with the town is to be seen in splendid trees to be found in Lethbridge today, as well as the very fine Galt Gardens and Henderson Park in the east end of the city. Personally I regret that the city at a later date closed those ditches in order to pave the streets. Unless the greatest care is taken to see that the trees

get ample water, there is no telling what may happen in the future."

—1895—1935—

BIG SHIPMENT OF EARLY DAY CATTLE

The following is from the files of the Calgary Herald of July 24, 1895:

Through the courtesy of Messrs. Fred Stimson and W. H. Grant, a Herald representative enjoyed a drive to the stockyards yesterday and witnessed the loading of two trainloads of Alberta cattle for the English markets. The yards were a scene of great activity, the largest corral being filled with as fine a lot of steers as were ever shipped from Calgary.

Hereford and Highland blood was prominent among the cattle generally. Holsteins are not in favor on the ranges, for, in the expressive language of Mr. Stimson, a Holstein steer wouldn't furnish enough lard to grease your boots with.

Vulcanizing — and — Belt Splicing

Invite us to your next
"Blow-Out"

**WILLIAMS'
TIRE SHOP**

OPPOSITE TECO STORE
WHERE YOUR TIRE DOLLAR HAS
MORE CENTS

LETHBRIDGE HAS REASON TO TAKE PRIDE

in her institutions, and commercial enterprises. It is the endeavor of this company to operate in Lethbridge a wholesale automotive supply house and radio broadcasting station that would be a credit to a city of much larger population. We pride ourselves on being a local enterprise as 90% of our stock is held by local citizens. We afford employment to 26 persons.

H. R. CARSON, LIMITED

Wholesale
Automotive Replacement Parts
Garage Supplies, Equipment and Radio

J. G. HUTCHINGS,
President

ERIC S. HOWE,
Secretary-Treasurer

GERALD GAETZ,
Manager CJO

Enlisted With Mounties in 1875

GROUP OF EARLY-DAY CITIZENS OF SOUTH ALBERTA

Old timers of Lethbridge and district will remember Alfred G. Needham, painter and decorator, but not many of them ever knew that he was a "75 man" of the North West Mounted Police. At one time Mr. Needham and his family lived in the building that was the city's first school house, at the time when it was standing at the back of the lots where the city hall is now located, and which was afterwards used as a Labor Temple.

Mr. Needham is now living in retirement in Victoria, B. C. A couple of years ago he wrote for the Victoria Daily Times his reminiscences of his years in the Mounted Police. These are so interesting a recollection of the earliest days of white man's civilization in South Alberta that we reproduce them herewith:

(By ALFRED G. NEEDHAM, of Victoria, B.C.)

WITH MY imagination playing over the prospects of adventure in the great unknown country that has since become the three great wheat raising provinces of Western Canada, I joined the North West Mounted Police in May, 1875, under Capt. Griesbach.

It was in Toronto we enlisted—some thirty-two of us. And you can only imagine what a "red-letter" day for a number of us youngsters it was. After being fully attested, we were not long in setting out for the scene of our exploits in the west.

There was no Canadian Pacific or Canadian National in those days to take people west from Toronto, Montreal or other eastern Canadian cities, so we had to go by a round-about way. We went to Collingwood, took a boat to Duluth, then went on to Bismarck, Dakota.

At Bismarck, where we remained for three days, we got our first glimpse of life in the wild west. We saw two men shot in rows.

Then we took a flat-bottomed, hind-wheeler boat up the Missouri river to Fort Benton, Montana. This trip was about 500 miles in a straight line, but it was more than 1,000 miles by this crooked river.



Here's a picture of a group of South Albertans taken on Christmas Day, 1890, in front of the famous old Macleod Hotel, owned and operated by the equally famous Henry "Kamoose" Taylor, who had come to Canada via Vancouver from the Isle of Wight as a missionary, and had come over the mountains to continue other pursuits. All the names are not available, but Norrie Macleod of Lethbridge believes the following can be

identified in spite of hirsute adornments: 3—George Skelding; 4—Burne; 5—Jack Trugwell; 7—Joe Gillespie; 8—Bob Whitney; 9—George McFarquhar; 11—W. B. Pocklington, Indian agent; 12—Henry "Kamoose" Taylor; 13—Billy Taylor, Kamoose's son; 14—A. F. Grady; 15—Dr. L. G. DeVeber; 16—Sir Frederick Haultain; 17—G. E. D. Wood, later Judge Wood of Saskatchewan; 25—John Black, formerly with the Hudson's Bay Co.

At Benton we had our first taste of roughing it. We were put into a deserted adobe fort, formerly occupied by United States soldiers. We lined ourselves up on each side of the room and put our blankets out on the floor to sleep for the night.

The candles were put out. Then something happened. A man shouted "bugs". Candles were hurriedly lighted. To our amazement, the light showed bugs coming down the centre of the room in platoons, apparently anticipat-

ing a great feed on us sleepers in the dark.

Well, I don't know where some of the men slept, but I know no one could sleep where that army of bugs was. I crawled under a wagon box out on the street and there I managed to get some sleep without sacrificing myself as insect food.

After our bug experience, we left for Fort Macleod. This was 200 miles north of Fort Benton. From Benton it was 120 miles to the United States-Canada boundary line

(Continued on Page 120.)

1910—1935

We congratulate Lethbridge upon attaining its jubilee year. May its splendid progress continue.

"WE DO OUR PART"

N. B. PEAT & CO.

FARM LAND SPECIALISTS
ROYAL BANK BLDG. LETHBRIDGE

WELCOME

We join all citizens in welcoming you to the
Jubilee Celebration

J. K. RINGLAND & COMPANY

LIMITED
GOVERNMENT AND MUNICIPAL BONDS
Canadian Bank of Commerce Bldg. Lethbridge

No Bucking or Balking...

WITH
**WHITE ROSE
GASOLINE**
AND
EN-AR-CO OIL

BETTER HILL CLIMBING
HIGHER SPEEDS
EASIER STARTING

McKinnon Service

THIRD AVE. AT NINTH STREET S. PHONE 3038

Try us for satisfactory service

ALEX

JOHN

NEIL

As One Old-Timer to Another

Pincher Creek sends greetings and congratulations to the city of Lethbridge on this its Golden Jubilee. As a town we can't go back far enough to remember when the river at Lethbridge was only a creek, but nevertheless some of us can recall those bygone days when the mine there was only a gopher hole, and today we gladly take this opportunity to congratulate your city on its really wonderful growth and development. In the old days many a string team hauled freight from Lethbridge to Pincher Creek for the ranchers of the foothills and while the mode of transportation has changed in the meantime, we still contribute largely to the wholesale and retail life of the city. Not only that, but we have for many years co-operated with the Lethbridge Board of Trade in the development of the roads and playgrounds of southern Alberta. When the tired businessman in the city of Lethbridge feels the age-old urge to get out and cast a fly upon the waters, hoping it will come back to him with a nice rainbow trout, it is then his thoughts turn to the foothills and Pincher Creek. Pincher Creek, THE GATEWAY TO THE SCENIC ROUTE leading to Waterton Lakes and the trout-streams of the foothills. Pincher Creek, the old cow town of the early range days. Pincher Creek was here before Lethbridge was thought of; Pincher Creek the now modern centre of a large farming district famed all over for its wheat crops, its Timothy Hay, its Timothy Seed and its livestock.

The town is situated in a beautiful valley on the banks of a mountain stream called the Pincher Creek from which the town derives its name. Few western towns are so favorably located, nestling as it does in this valley of the foothills, it is the centre of a large and prosperous mixed farming district, which even in the so-called dry years, has always had ample moisture to assure a good crop. The town council is progressive but careful, with the result that the town is in a good, strong financial position, with prospects of lower taxation from year to year. The business houses are mostly old established, with large and up-to-date stocks which can be found nowhere else outside of city stores, and the garages are among the largest and best equipped in the province. It would be difficult to find a town better able to look after the wants of the surrounding district or in a position to cater so ably to the needs of the tourist traffic. It is also an ideal place for the retired farmer to make his home, blending as it does the spirit of progressiveness with the friendliness of the old west, and offering every convenience in the way of schools, churches, hospital, waterworks, electric light, etc.

GRAIN

As far back as 1893 grain grown on the banks of Pincher Creek won at the Chicago World's Fair, the World's Championship for Wheat, Oats and Barley. Again at the Dry Farming Congress, open to the world, at Lethbridge in 1912, Pincher Creek produced the heaviest bushel of wheat—weight 67½ pounds. Now after forty years of continuous farming this district is still producing a quality and volume of grain which can't be beaten.

TIMOTHY SEED

"Pincher Creek, Alberta, where the Good Hay-seed Grows" was placarded on the eight winners of the Timothy Seed exhibit at the International Stock and Grain Show at Chicago in December, 1924. Since then Pincher Creek has won honors every year and today A. Mongeon of Pincher Creek is the TIMOTHY SEED KING OF THE NORTH AMERICAN CONTINENT.

PINCHER CREEK

Enlisted With Mounties

(Continued From Page 119.)
and Macleod was eighty miles north of that.

That trip might not seem so long on the map as number of miles go, or to a motorist of today who thinks nothing of covering two or three hundred miles a day. But we had to travel by old ox-team, under those bull-whackers who have gone down in history as such a characteristic and indispensable feature of the days of the pioneer transportation and settlement of the West. In these ox-team carts, which were heavily loaded, we did only about 30 miles a day, and sometimes a good deal less than that. The 200 miles constituted a long, hard trip and I can tell you we didn't look very smart in our clothes when we arrived at the end of our journey. Our uniforms were pretty near done for after

all the rigors of travel we had been through.

At Port Macleod, our first joy as "Mounties" was to be sent up to the foothills to bring logs down for the fort. This was a nasty job, particularly for a greenhorn, as we had to be in the water from morning until night. Sometimes we were in up to our waists; at other times we would be working along with the water at paddling depth, just over our shoe tops.

To keep up our spirits and courage under the strain of these miserable working conditions, whiskey rations were given us from medical stores. I can remember how good that whiskey tasted. As the water in the river was ice cold we had plenty of the ideal mixer for our high balls. Incidentally, speaking of cold water, we soon learned the advantage when going on a cold trip of never

drinking anything warm, but sticking just to cold water.

When we signed up and set out for the West, we expected to have something to do with Indians, and it was not long before we began to learn about them from practical experience. In dealing with these aboriginal natives of the western plains, the anti-whiskey plan adopted by Col. J. F. Macleod (known as Stamixotok) proved to be wise, as we had very little trouble once we stopped the whiskey peddling among them.

But shutting off the whiskey did not stop one of their bad habits. That was horse-stealing. The half-breeds were the worst as they had the bad points of the white men as well as of the Indians, and as far as most of us could discover, few if any of the good points of either.

The names of most of the early Indians we encountered I have forgotten after all these years.

However, there is the escapade of one of these half-breeds I will remember, as he gave us new "Mountie" rookies quite a run.

This fellow tried to get south across the boundary line before we could get him. He started firing at us from a Winchester rifle. We were at a disadvantage as all we had to shoot with were Snider carbines and Smith and Wesson revolvers. After we had thus experienced one of our first thrills under fire, we managed to nab him. We thought he was generously treated when he got only three years for horse-stealing and three years for firing at and resisting the police.

During the time I was in the Mounties we lived up to the tradition of the force and we always got our man. Once, however, we got him dead. He was a halfbreed horse thief and he was strung up before we could reach him, because the parties interested were late in getting word to police that they were wanted to take the villain over.

The white men in Western Canada at that time were mostly fellows driven from civilization for offences, ranging from serious crimes to personal peccadillos. Most of them didn't dare go back east to where they were known.

In 1875 buffaloes came quite close around the fort and it was no trouble to pot them and get our larders filled with fine steaks and pickled tongue for special occasions. So plentiful were the buffalo in those days that, I can recall, we were held up for nearly one hour by a herd of buffalo in solid mass formation. It took them nearly that long to pass. After such a herd swept over a territory, not a blade of grass could be found erect, as they cropped everything in sight.

These buffaloes were not dangerous as a rule, unless they had young calves with them. But clumsy as they looked, they were no slouches on their hoofs. It would take a racehorse to keep up with them.

To hunt them for a living one had to be an expert. I know of only one man who was good at still-hunting them and he was raised to the munificent status of purveyor of fresh meat to the fort under contract.

A hunter of buffalo needed what was called a "buffalo runner," an active fleet young horse trained for that work, allowing a buffalo to charge and then turning in the same direction to give the hunter a shot into the buffalo's side. They were sure footed. These animals had a guarding instinct and quickness of mind and nimbleness of muscle such as would enable them to keep out of gopher holes. To slip a foot into a gopher hole when going at speed was a serious matter. It meant a broken limb, at least, and untold suffering for horse and rider to be endured out in the scorching prairie sun, or in the face of the withering zero weather.

One must remember in speak-

ing of the wild west of half a century ago, there were no fences, no bridges, or aids to travel other than the original buffalo trails. In the warm seasons of the year, the rivers flowing from the mountains and higher lands were swift and dangerous. But we had to brave them and cross them.

In winter, it was a job for no "softie". You would realize that when you came to the first river you had to cross in your patrol. The temperature would perhaps be as much as thirty degrees below zero. There would be ice running solidly out from both banks to the dashing current in the middle. It was your problem to get yourself and your horse over that. Taking your life into your hands, you had to break ice out

GOLDEN JUBILEE

On this important milestone in the history of Lethbridge we extend best wishes and congratulations to the city and to the citizens.

MAY LETHBRIDGE EVER BE KNOWN AS A
FINE CITY IN WHICH TO LIVE.

VANITY BEAUTY PARLOR
MARQUIS HOTEL

"The City of Opportunity"

That's why we opened our new large beauty studio in Lethbridge this Jubilee year.

Beauty culture in all its branches at

Tufteland's

EXCLUSIVE BEAUTY STUDIO.

CAPITOL THEATRE BLDG.
PHONE 3494

The Lethbridge Bar Society extends a cordial welcome to all Judges, Barristers and Solicitors, and Court Officials, visiting Lethbridge during the Jubilee celebration of the city's Fiftieth Birthday.

"Grow old along with me,
The best is yet to be."

Buildings That Last

A firm foundation is essential for a lasting structure.

Lethbridge laid her foundation fifty years ago, and on it has reared the city we have today. We congratulate her and wish her continued prosperity.

SAM LARSON

BUILDING CONTRACTOR 411 THIRD AVENUE N.
"Builder of Buildings that Last Since 1907"

"Onward, Upward; No Steps Back"

I CONGRATULATE THE CITY OF LETHBRIDGE on its "GOLDEN JUBILEE"—a half century of progress and development. I have lived in southern Alberta 30 years, most of that time in Lethbridge. Our motto should ever be "Onward and Upward and No Steps Back." I think the author of the poem "Out Where the West Begins" must have been in Lethbridge when he got the inspiration for that story.

JOHN H. F. GREEN
INSURANCE ADVISOR



This is the best country I've ever lived in

BEST JUBILEE
WISHES TO
EVERYBODY

A. N. Kessler
UNIVERSAL AGENCIES

FARMING
REAL ESTATE
INSURANCE

1885-1935

Half a century ago, a handful of strong-hearted and farsighted men and women decided that the present site of Lethbridge could be made a business centre and beauty spot. Forgetting the comforts of the homes they had left, they put their shoulders to the wheel. Have their fondest hopes been realized? We feel that they have—and to those who are still with us and to those who followed and carried on—we extend our most sincere congratulations.

CONSUMERS

HARDWARE & SUPPLY CO.

Officers and Staff

THANK YOU— and Best Wishes

On this fitting occasion we take the greatest of pleasure in expressing to the business men and the public in general of the City of Lethbridge our sincere thanks for the more than generous support they have given this Association in the past.

We shall endeavor in the future to continue to warrant your good will and confidence.

Wishing the Fair Board and Jubilee Committee the greatest success—

**N. & B. E. DISABLED
EX-SERVICEMEN'S ASS'N**

CONGRATULATIONS AND
BEST WISHES
TO THE
OLD TIMERS, THE CITY
AND THE CITIZENS

...
Lethbridge Dental Association

First Church of Christ, Scientist

LETHBRIDGE Organized 1910
Church, Reading Room and Lending Library,
Corner Fourth Avenue and Twelfth Street South

"And I heard a great voice out of heaven saying, Behold, the tabernacle of God is with men, and he will dwell with them, and they shall be his people, and God himself shall be with them, and be their God."

"And God shall wipe away all tears from their eyes; and there shall be no more death, neither sorrow, nor crying, neither shall there be any more pain: for the former things are passed away."

"And he that sat upon the throne said, Behold, I make all things new. And he said unto me, Write: for these words are true and faithful."—Rev. 21:3-5.

"Church. The structure of Truth and Love, whatever rests upon and proceeds from divine Principle.

"The Church is that institution which affords proof of its utility and is found elevating the race, rousing the dormant understanding from material beliefs to the apprehension of spiritual ideas and the demonstration of divine Science, thereby casting out devils, or error, and healing the sick."—Science and Health With Key to the Scripture, by Mary Baker Eddy, page 583.

Enlisted With Mounties

from the shore, then lead your horse into the current until you reached the deep swimming water which was usually the swiftest. Only those who have been through zero weather on the prairie wilds can realize how almost instantly one becomes caked up with ice when coming out of a river after swimming across like that. One would simply be a mass of ice in a few moments after climbing out of the water on the other side. You finally had to be thawed out. But it was all in a policeman's day's work. They had a right to say we were tough in those days. We had to be.

In 1877, the D. and E. troops

came from the eastern division. The troops were stationed as follows: A Troop at Edmonton, under Inspector Crozier; B Troop at Fort Walsh, under Major Walsh; C Troop at Fort Macleod, under Inspector Winder; D Troop at Fort Macleod, under Inspector Dalrymple Clark; E Troop at Fort Walsh, under Inspector Walsh and F Troop at Calgary, under Inspector Brisbois.

Col. Macleod was commissioner then, with Colonel Irvine as associate commissioner.

There was excitement in the barracks in September, 1877, when one hundred men from C and D troops were ordered out for duty

and left for Blackfoot Crossing. They went to take part in the Blackfoot treaty. I was one of the number who went. When we arrived at our destination, we found more than 4,000 Indians awaiting us. They had their camps, their aboriginal teepees, their ponies and all their tribal accoutrements. It was quite an imposing sight. It was more than that: it was the element of menace and danger to us, a little body who had come as the representatives of law and order.

The Americans, I remember, said that our little band would never come out alive from that gigantic and terrifying Indian encampment. However they forgot that we knew how to treat the Indians with tact, and because of that accomplishment the dire fears of the outsiders proved unwarranted.

What happened at our meeting with the Indians was this: Lieutenant-Governor Laird of the North-West Territories, as the prairies of Canada were known at that time, was there with Colonel Macleod to act for the Canadian government. At the start of negotiations there was a hitch because Jerry Potts, the half-breed police guide and interpreter did not understand Laird's mode of speech. Another interpreter was sought. A white man who understood the Blackfoot language as well as his own English was finally found and accepted as satisfactory to both sides.

Well, after that, we began to think of getting down to real business. A guard of honor having two nine-pounder guns was drawn up. I happened to be picked as a member of this guard. This provided an interesting opportunity for me, as understanding a good deal of the Blackfoot language, I was close up and was able to follow Crowfoot, the head chief of the Blackfoot nation. I was a silent participant in the doings.

I might be permitted to recall that the Blackfoot nation was composed of the following tribes: Blackfeet, Bloods, Peigans and Sarcees.

We got along famously with these savage braves and had no trouble. So well did we get along and have their confidence, that the wives of our officers, who joined us, were able to move freely among the Indians.

The trust of the Indians in the Mounties was shown when the natives received their first money. They would turn the money over to one of us Mounties and ask us to buy whatever they wanted. After paying for the goods, we would hand the balance back to the Indians. I honestly believe the faith between the two parties was so scrupulously maintained that during all the time no Indian was cheated out of a dollar. We did not have silver coins to use. The shin plaster was the smallest piece of money in circulation.

I would like to give you some idea of the calibre of the men who made up the Northwest Mounted Police units in those early days. To do this, I will consider C Troop, of which I was a member. They were all adventurous souls. That is why, in the first place, they had joined the Mounties and come west to face dangers, privations and meet the demand for unlimited courage.

Five of our men before joining us had been officers in the Imperial service. After their time in the service, or tiring of the confined and dull life in barracks in the cities they took their discharge and set out, hoping to find something new and more satisfying to their instincts in the unsettled areas of Western Canada.

The other men in the troop were younger but they all had blood and high traditions of service. Scarcely a man there was among them whose father had not been an officer in some branch of the service in some part of the world. My own father was a colonel with more than thirty years of service in India to his credit.

Although they had to be rough and hard to endure the rigors of the life, individually they were the finest sort of fellows on the moral side. They maintained with pride all the traditions of the gentleman—traditions which they had inherited as part of their high family breeding and character. They were all good and honest companions. There was no under-hand work.

As proof of the high morals of the men, I can cite instances of their honesty. I have seen rolls of bills tied up with string and carelessly thrown up on a shelf above a cot for safe-keeping. The money was as safe there as it would be

in a bank. No one would think of "swiping" money from his pals in the service. And the gentlemanly instinct guided their actions in other relations.

With opportunities for trading in our off-hours, we made money buying great hairy, but warm and completely protective buffalo (Continued on Page 122.)

THE SPIRIT OF THE PIONEER STILL CALLS

May we all answer the call—and may the hopes of all be realized in the years ahead.

DOUGLAS BEAUTY SHOPPE

GRACE DOUGLAS

318 THIRTEENTH STREET N.

FIFTY YEARS OF PROGRESS

1885—1935

Congratulations to the citizens of Lethbridge who have, by their enterprise and loyalty to our city, made this possible.

W. G. ALDOUS.

See or phone me for
FIRE, AUTO, LIFE,
ACCIDENT AND SICKNESS
INSURANCE

Aldous Agency
& FINANCE CO.

Basil Block, over Teco Store,
Lethbridge Alberta
PHONE 3712.



Congratulations

AND ALL GOOD WISHES TO THE
CITY AND CITIZENS ON THIS

GOLDEN JUBILEE

When in Lethbridge for the Jubilee
you should eat at the

PALACE TEA ROOMS
LTD.

333-5th STREET SOUTH.
Right opposite the Alexandra Hotel.

Congratulations

We opened in Lethbridge this Jubilee
year because we knew Lethbridge is a fine
city with

A SPLENDID FUTURE

Hammill Motors, Ltd.

PACKARD.

HUPMOBILE

Celebrate With Us

We hope you will enjoy the Jubilee celebration
and invite you to bring the family for your Jubilee
meals.

TASTY FOOD AND GOOD SERVICE.

Home Baking, Fruits and Confectionery.

Moderate Prices.

HOLSOM BAKERY
& CAFE LIMITED.

BEST WISHES TO EVERYBODY.

CANADA LIFE ASSURANCE CO.

ESTABLISHED 1847.

Lethbridge Office
Representatives Welcome
You to the Jubilee and
Stampede

F. J. Aylward, C.L.U.

C. Clendenon

J. E. Thompson, District Manager.

W. R. Wieler

Arthur Barnsley

JUBILEE, JULY 22, 23, 24



HONOR THE PIONEER

W. M. Harris Agency Ltd.

HUDSON BAY LANDS

1908

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Make Our Store Your Headquarters

FOR

GROCERIES

FRESH FRUITS

VEGETABLES

MEN'S WEAR

OUR SERVICE AND OUR PRICES WILL
PLEASE YOU.

Superior Mercantile Co.

403 Fifth Street S.

Lethbridge

Congratulations

May Lethbridge and every citizen have even
greater prosperity in the future than in the past.

MACLEOD'S

Enlisted With Mounties

(Continued From Page 121.) robes from the Indians. Our profit came in reselling these robes to the traders when they came along.

As for other features of our life, we had buffalo calves in our hay corral and antelope in our barrack rooms. These latter were a nuisance in a way for although they were nice, companionable and interesting at times, they at the same time showed a tendency to become too tame and cheeky.

After doing some "tall" riding for two years, it was something of a surprise to us to have Regimental Sergeant Major Steele arrive with an order that everyone would have to learn to ride properly and therefore must go through the riding school. Let me tell you, that was some assignment, but it was the beginning of the formation of the standard of unexcelled horsemanship that has ruled in the Mounties ever since and made the name of the force known for its deeds of horsemanship in all parts of the world.

Woe betide the man who was a slacker in those days. The Regimental "Sam", as we used to call him, would make the ride miserable for him. But it was discipline. And for the man who did his work Regimental "Sam" would do everything.

If you did your work faithfully, you could, for instance, say this: "Sergeant-Major, I want a pass for a week's shooting."

The sergeant-major's reply would be: "All right, my man." And in a little while the pass would be handed to you.

Another thing that helped to make the Mounties the great force they are, was the class of officers chosen for them. To be an officer in the Mounties a man had to know his business, and there were no society appointments, or cushy posts to be filled by sons of favored families or relatives of politicians. These early officers so firmly established the traditions of the service that they have been followed closely since.

There was not much red tape as regards officers and discipline in those days. In travelling the officers would carry water and get buffalo chips for the fire the same as the lowest ranking man. The officers all knew their business and had a rule of never asking a man to do what they wouldn't do themselves. That also has come down as a tradition in the Mounties. The result has been that the Mountie officers have always found that their men would follow them anywhere.

There was also a strong esprit de corps which naturally would develop from conditions of service tending to promote comradeship and loyalty. For an outsider to attack a Mountie, either verbally or physically, meant that this outsider had the whole force to fight. The members of the force had a pride in themselves and their companions and to injure or slur one was to injure or slur all. With such backing and such comradeship, one realized one had to be worthy to be a Mountie.

Among the persons of prominence who were at Fort Macleod when I was there was Francis Dickens, a son of Charles Dickens, England's great writer. The son in all his associations at the fort proved he had a great deal of his father's wit and understanding of human nature.

In April, 1878, Sub-Inspector Antrobus had to go to Fort Walsh. To make the trip there was a light rig for food and supplies, a conveyance of three constables, of which I was one, one other escort, and the driver. Whoop-Up was thirty miles from Fort Macleod and we reached it the first afternoon. Next day we planned to start for Fort Walsh, which was about 150 miles due east. However, heavy rains started. As a result we lost our landmarks and trail. In fact, we got lost completely. Before we knew it, we were out in the bad lands. There we had a rough time. You can imagine how rough it was when I tell you that to cross some of the coulees we had to unhitch our wagon and let it down by ropes.

The rain storms had turned the soft prairie ground soggy, but as there was nowhere else to sleep, we had to make the best of it and sleep as much as we could on the wet terrain.

It was even more discouraging and miserable when we arose in the morning and found that everything was so wet we could not light a fire to warm or dry ourselves out. There was no chance to cook anything, so we had to fast. Our suffering was intensified when we discovered there was no drinking water to be had. All that could be got anywhere in the district was the gullet-burning alkali found in the low lakes.

The only cheer on that occasion was when some genius made the discovery that reasonably palatable water for slacking our thirst could be obtained by ringing and squeezing the rain out of our coats. Under any other conditions, of course we would have turned up our noses with abhorrence at such an idea, but such water certainly did us good service.

Well, because of the storms and the mess we got into, what should have taken us three days to accomplish by way of journey took us nearly seven days. And it rained the whole seven days. It was a terrible trip. I remember it doubly well, as it was my last trip with the Mounted Police.

Shortly after our return to Fort Macleod, in the latter part of 1878, I decided to enter upon other activities on my own, taking advantage of opportunities that interested me in the west. As I left the force, Commissioner James

The river boat "Baroness" brought the first farm machinery into Southern Alberta. The boat stuck on a sandbar in the river near Bow Island.

O. S. "Hod" Main opened the first butcher shop. That was on Ford Street, now Second Avenue.

Sam Brady opened the first bakery in the town.

The first furniture shop and carpenters and joiners business was opened by Olimie and Robertson.

T. F. Kirkham opened the first tinware shop.

Rev. F. Davils of Virden, Man., was the first Anglican incumbent.

The first musages in the city were those in the butcher shop of Mr. Hodder in 1887, and it was quite an event in that day.

F. Macleod presented me with my discharge papers, marked and endorsed."

"Alfred G. Needham—Conduct, very good."

These discharge papers, carrying with them memories of my ser-

vice with the force that has now become world famous and with a distinction for service attained by few bodies of men in the world's history, and certifying that I had done my duties worthily, are my most cherished possession today.

What Cheer, Lethbridge!

Rossiter Agencies

STEAMSHIP AGENTS—FARM LANDS—CUSTOMS
1911 BROKERS—CITY PROPERTC. 1935

FOR THE BEST IN

Photo Finishing

Bring or Mail Your Films to

STOKES DRUG CO.

SYDNEY JACKSON, Druggist

OR

W. H. McCAFFREY DRUG STORE.

ALEX WOOD'S PHOTO SERVICE

Underwood

THE TYPEWRITER THAT HAS MET THE PUBLIC DEMAND FOR MANY YEARS AND IS STILL LEADING.

Underwood, Elliott Fisher Ltd.

315-6th ST. SOUTH.

LETHBRIDGE.

Service and Repairs to All Makes.

The Berean

Christadelphian Church

Is located at 633 Seventh Street South, in the CITY OF LETHBRIDGE

CHRISTADELPHIANS have grown up with the city, and have been active for the last twenty-five years. Lectures on Bible subjects are given every Sunday at 7:30 p.m. and on Wednesday at 8:00 p.m. Our only object is to draw attention to what God has spoken in the Bible, and that Christ is coming back to establish His kingdom upon this earth.

When you are in Lethbridge, don't fail to visit us, and a hearty welcome awaits you at this church.

ALL SEATS FREE AND NO COLLECTIONS.

ON OUR FOURTH BIRTHDAY

We take this opportunity, on Lethbridge's Golden Jubilee, of thanking the citizens of Lethbridge for their co-operation.

The Farmers' Market

CITIZENS OF LETHBRIDGE CONGRATULATIONS

Thrift and Progress go hand in hand.

Life Insurance provides Security and

Independence.

Like Aladdin's Lamp—it works wonders

when the RUB comes.

STANLEY D. PEACOCK

District Manager, Imperial Life Assurance Co.
Baalim Block Lethbridge, Alberta

JUBILEE WISHES TO EVERYBODY

VISIT US WHEN AT THE EXHIBITION.

A. MIHALIK

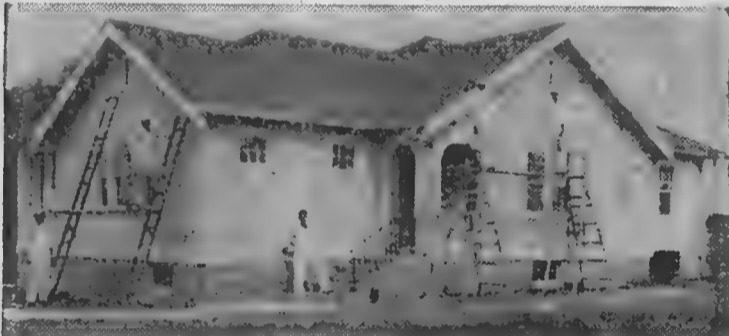
MEAT AND GROCERIES

630-13th ST. NORTH.

HERE 25 YEARS—IN BUSINESS 10 YEARS.

DON'T JUBILEEVE IT!

WE ARE NOT PAINTING THE TOWN RED—



but we CAN paint your house inside and out and make a first-class job as we are doing in this picture.

Lethbridge Decorators

A. MEADS, Prop.

Painter and Paper Hanger in Lethbridge since 1909.

Becker Lumber Co., Ltd.

extend their Compliments

to the

City of Lethbridge

on

the Anniversary of 50 Years of Progress

A Vice-Regal Visit During 1889

(By WILFRID EGGLESTON)

When Lethbridge was four years old, it was honored by a visit from Their Excellencies, Lord and Lady Stanley. "The Lethbridge News" of October 16, 1889, contains an entertaining account of the way in which they were received by the youthful settlement.

The article describing the event is headed "VICE-REGAL VISIT" followed by the fact that "A High Wind Puts a Damper on the Efforts to Decorate the Town." In the body of the article, however, it appears that even the high wind did not prevent Lethbridge from welcoming its distinguished guests in gala fashion.

"The principal decorations," saith the Lethbridge News, "were at Messrs I. G. Baker and Co's., H. Bentley and Co's., and J. H. Cavanah's."

"At Bentley and Co's the mottoes 'Welcome Our Guests' and 'God Speed Our New Railroad' were displayed and the whole front of the building was graced with flags and streamers, while at J. H. Cavanah's the motto 'God Save the Queen' was displayed, while flags and varied-colored blankets added richness to the scene."

The I. G. Baker establishment displayed the motto "Welcome, Stanley of Preston," wreathed in strips of red, white and blue bunting and surmounted by flags of all sizes, and the reporter adds: "Flags of all sizes and colors floated from nearly every building in town, altogether presenting a very gay and attractive appearance."

Evidently Lethbridge in those days ran on "railroad time" for the account goes on to say that at about 14 o'clock the police escort, under Supt. Deane, and the carriages to convey the party to Mr. Galt's house, were drawn up on Baroness Street near I. G. Baker and Co's store, and that at about 15:15 the Vice-Regal train steamed into the station, about three-quarters of an hour behind time. (Was the stiff head-wind to blame, one wonders?)

"The train," explains The Leth-

WHERE GOVERNORS-GENERAL WERE ENTERTAINED



"Coaldale," home of the Galt family on the River Bottom, Lethbridge, where vice-regal parties were entertained. The house

was badly damaged by the flood in May, 1902, and was wrecked to make way for the C.P.R. high level bridge some years later.

bridge News, "consisted of an engine and four coaches. The engine was tastefully decorated with flowers, evergreens and flags."

"The party, consisting of Lord and Lady Stanley, Captain the Hon. C. R. Colville, Governor-General's secretary, and several others stepped on to the platform, when the police band struck up 'God Save the Queen.'"

Civic Address

Then C. A. Magrath, who was president of the Lethbridge Board of Trade and civic committee,

read an address to His Excellency of which the following paragraphs afford a sample:

May it please your Excellency: "Of making many books there is no end . . . and we are very much afraid that Your Excellency has long ago come to the conclusion that in Canada, at least, the presentation of addresses, is almost equally indeterminate, and, in algebraic language, belongs to a series that may be prolonged ad infinitum."

"But Your Excellency, who is no doubt familiar with the pages of Blackstone, will not forget that it is an unassailable right of the British subject to petition or address the Crown . . . whose representative in the Dominion you are . . . and we fear that to neglect an opportunity of exercising that privilege, so favourable, as that presented by Your Excellency's presence in our midst, might be misconstrued, however anxious we may be to spare you the inevitable protestations of loyalty and devotion, that characterize, with monotonous regularity, all addresses of this nature . . ."

"In conclusion, we trust that if our address is not couched in orthodox terms, Your Excellency will attribute it to the untutored manners of the 'Wild and Woolly West' and that you will not think any the less of our sincere and respectful devotion to Her Majesty, and that you will feel fully assured that we are highly honoured and gratified in being permitted to welcome you and Her Excellency on this your first visit to Lethbridge and South Alberta. More particularly is it gratifying to us to find you accompanied by Lady Stanley, who is the first Governor-General's wife to venture beyond the borders of Manitoba. This alone speaks volumes for the advancement of the country, in which the existing facilities for travelling may even be enjoyed by ladies, when a few years ago, the only mode of locomotion was by means of the 'Prairie Schooner' or 'Red River Cart'."

His Excellency made a witty reply, in which he refuted the idea that addresses were tedious, especially when "couched in terms at once so piquant and amusing." He "kidded" the town a little on one phenomenon he had seen, namely, the ballasting of the railway line with slack coal, in the following passage: "I can assure you, gentlemen, that I am already impressed with one fact, and that is, that you must have pretty thoroughly developed your mining resources, as I see you use your coal even to mend your roads."

"I fear," he added, "that your kind and flattering reference to Lady Stanley may prove disastrous in its results. Hitherto she has been of a modest and retiring disposition, but being now assured that she is the first Governor-General's wife to venture beyond Manitoba, even if she has not experienced the pleasure of the Prairie Schooner or the Red River Cart, I am afraid she may become boastful, and pose as an adven-

turous and hardy traveller, though I cannot indeed truly say, that in our trip to Lethbridge we have suffered very severely in the flesh, nor do we claim to have undergone any great hardship."

Lunch at Galt's

The article concludes with the statement that the party were driven through the barracks and on down to the bottom to Mr. Galt's house, where lunch was served, after which a visit was paid to the mines and works. The following day Their Excellencies left for the Blood Reserve and the Cochrane Ranch, accompanied by an escort of Mounted Police under Inspector Wood.

Their Excellencies Lord and Lady Grey, accompanied by their daughters and Captain Newton A.D.C., visited Lethbridge in 1905, arriving at 8 p.m. on Tuesday, September 12.

According to Mr. Charles A. Magrath, who prepared the official address, it was presented to them by the secretary-treasurer of the town "at 9 p.m. on the street adjacent to the railway station, under an electric light." His excellency in replying said: "I like your address; it is the most original I have received since I came to the country."

The address said, in part:

"Situated as we are in the south-west corner of this immense country—a country of which we are very proud—we realize that it is no mean undertaking for you and especially for Lady Grey to carry out such an extended and tedious trip."

"You know what pioneering is. Our days in that respect however are fast disappearing. The Prairie Schooner—the bull teams—all have followed the Buffalo. Seven years ago a few bands of cattle grazed in peace between here and Cardston without the sign of habitation. Today you have seen what is going on in this district—back from the Alberta Railway and Irrigation company's railway over which you travelled there are now to be found large herds of cattle and thousands of sheep . . ."

As on the occasion of the visit of Lord Stanley, the vice-regal party proceeded on the following day to see more of the country adjacent to Lethbridge.

The first Governor-General to visit Lethbridge, as far as can be learned was Lord Lansdowne. He came in the first year, 1885, at the time the railway line from Medicine Hat was opened.

GREETINGS to All

We extend to all citizens of southern Alberta our sincere wishes, and that you will all enjoy yourselves during the Golden Jubilee celebration. Having been here since 1907 we feel that we are a member of one big family. We are looking forward to a get together and what a time we will have.

Wellington Bros.
PAINTERS AND DECORATORS

WE KNEW LETHBRIDGE WOULD DO IT

As soon as good fortune brought us to Lethbridge, we knew that the Lethbridge spirit would win out—that its citizens would build a fine city in which to live. Later in 1914 we commenced business, and with other citizens are glad we came to Lethbridge. We offer all citizens our best wishes for the future.

We have tried to merit your patronage through expert workmanship and good service. Many homes in the city each testify to the excellence of our work and materials.

WALKER & HOLBERTON
PLUMBING, HEATING AND GASFITTING

JUBILEE GREETINGS

From the Pioneer Men's Clothing Store

1906

We extend best wishes to the City and Citizens of Lethbridge on the occasion of our Golden Jubilee. In business in Lethbridge for 29 years, we are able to appreciate the changes and progress which have taken place since the early days.

We are happy to say that many of our customers who dealt with us then, still patronize our store.

1935

We extend a welcome to all Old and New Timers to visit our store when at the Jubilee.

McKelvie's

Home of Fashion Craft Clothes and Astoria Shoes.

EATON'S



TECO STORE and EATON GROCETERIA, LETHBRIDGE, a Modern Eaton Store Supplying Lethbridge Community with Wearing Apparel and Footwear, Dress Goods and Staples, Furniture and Home Furnishings, Hardware and Housewares, Auto Accessories, Drugs and Toiletries, Foodstuffs and numerous other lines.

*Extend
to
Lethbridge
Sincere and Cor-
dial Greetings
and Congratula-
tions, on this, the
Celebration of
Fifty Years of
Western Pioneer-
ing.*

TO those pioneers whose inspired interest in the West brought their footsteps to this district, and who have now passed away; to those pioneers still living amongst this community; to the many Lethbridge Old-timers whose attendance at the Jubilee Celebration is so eagerly expected; and to the present population, there is due a deep recognition of the worthwhile lives and work they have given to this section of the Great West of an Empire's great Dominion.

FROM the far-off days when the bull-whips cracked over the plodding oxen on the trail from Fort Benton to Fort Macleod—when Nick Sherran uncovered from Nature's storehouse at Fort Whoop-up, the first black gems of what was to prove to be amongst the prime mineral discoveries of this country—and when in 1885 the Coal Banks of the first Galt mining era were formally christened Lethbridge after the mine's first Company President, this district has been blessed with generations of forward-looking and earnest people.

INTO the past has gone the time when the more primitive forms of daring and danger were the spice of life to pioneering settlers; when the plains and hills were shared with buffalo and antelope, and when white man and red had not yet learned to live in the complete amity of today. The year of Lethbridge's naming saw the last spike in the great railway driven to link Canada clear across; the years since then have seen railways and highways make a network between the modern city of Lethbridge and its sister communities. But today, as ever, the faith of a people, the work and life of

1885

those in this city and on the land surrounding it, continue to show the same fortitude in the face of new difficulties, to work and plan not only for today but for the years ahead and the fruition of things for future generations.

THE ardent and untiring devotion of those settled here have resulted in a co-operation of man-and-nature that is exemplified in the fertility of irrigated areas, the development of mines, the sagacious use of cereal and pasture areas; and if at times world conditions and local natural conditions have, as in the past few years, laid a heavy hand on the rewarding of this toil, they have also demonstrated that the strength of the pioneer spirit still lives unabated, that the people still have that courage to "see it through," and that such times are but the halt and breathing space to still stronger strides into a greater future.

TO this City and Community, then, on this occasion of its Fifty-Year Jubilee, Eaton's extend the congratulations due. The faith of Eaton's in the West has been expressed fully and often, from the time when the first Western store was opened in Winnipeg, to now, when Eaton stores are extended in numerous Western cities and towns to make more direct their service to communities; represented in Lethbridge by the TECO Store, and the EATON Groceteria.

EATON'S are proud to be of service, both direct and remote, to this city and district of Lethbridge, to have had, and to have, the opportunity of growing up with its people, and to wish them

1935

A HAPPY AND SUCCESSFUL JUBILEE
— and a —
CONTINUED AND GROWING PROSPERITY

TECO STORE

OPERATED BY J. T. EATON CO.

LETHBRIDGE

ALBERTA.

